

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 30.17

(ESTABLISHED 1881.)

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January 21, 1914. Temperature 6 a.m. 61. 2 p.m. 62
Humidity " 77. " 72

January 21, 1913. Temperature 6 a.m. 63. 2 p.m. 71.
Humidity " 95. " 78.

2698 晚六廿月二十年丑癸

WEDNESDAY, JANUARY 21, 1914.

三拜禮 號一廿月正英港

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TELEGRAMS.

SAFETY AT SEA. CONFERENCE ENDS.

(Reuter's Service To The "Telegraph.")

London, Received January 21.
The International Conference on Safety at Sea has finally adopted the reports of the various Committees, and closes its sittings to-day.

The recommendations provide for lifeboats for all, subject to a British proviso that where the fullest use is made of the space available for fitting davits, porton rafts may be provided for 25 per cent. of those aboard.

Later.
The Conference recommends the establishment of an international service for the purpose of ice-observation and the destruction of derelicts in the North Atlantic, under the control of the United States. It also recommends that all masters should report on dangerous ice and derelicts, and adopts the International Signal Code. It further recommends a number of construction rules regarding bulkheads and double bottoms, periodical survey of vessels, etc.

All vessels are divided into two classes—new and existing. The latter will be exempted from the rules according to the discretion of the authorities of the countries concerned.

The Conference recommends that all vessels with 50 or more people aboard must carry wireless installations, whose operation must be continuous for fast passenger steamers, and those voyaging over 500 miles, from port to port and seven hours a day for others.

BUSINESS REFORM.

PRESIDENT WILSON'S PLANS.

London, Received January 21.

A Washington wire states that President Wilson has sent a Message to Congress in reference to the Trusts, in the course of which he says he proposes to initiate legislation prohibiting interlocking directorates; empowering the Interstate Commerce Commission to regulate the raising of money by railroads; explicitly defining harmful restraints of trade, ensuring the penalties falling on the proper individuals; prohibiting so-called "holding companies;" and enabling individuals to sue for redress on facts proven and judgment given in Government suits.

President Wilson appeals to Congress to approach the subject in a spirit of friendliness and co-operation, as antagonism between business and the Government is now over and both are ready to meet half way in a common effort to adjust business methods to public opinion.

INDIAN CONSPIRACY.

CALCUTTA DISCOVERIES.

London, Received January 21.

Reuter's correspondent at Calcutta states that the police take a most serious view of the shooting of Sub. Inspector Dripend Ranath Ghose. It is now evident that there is a whole series of further nests of conspiracy in Northern Calcutta.

A COMMANDER'S DEATH

FOUND DEAD IN BUNK

London, Received January 21.

Commander Hamilton-Gordon, of the destroyer Thrasher, has been found dead in his bunk at Devonport.

TELEGRAMS.

THE NAVY.

CANADA'S POLICY.

(Reuter's Service To The "Telegraph.")

London, Received January 21.
Reuter's correspondent at Ottawa states that in the Dominion House of Commons, Mr. Borden, the Premier, answering Sir Wilfrid Laurier, declared that the Senate's rejection of the Naval Bill had brought discredit to Canada, and a hostile majority in the Senate would not be given another opportunity to repeat the performance. He affirmed that when the Government is able to pass the Bill in the Senate it will be our duty to consult the Imperial Government concerning these grave and important considerations, and pointed out that if the Powers agreed to any restrictions of armaments, Canada would gladly review the position. Otherwise, she would proceed in due course to the construction of three ships. He reiterated that Canada's permanent naval policy would be submitted to a General Election as he had given a pledge.

"A" CLASS SUBMARINES.

"PRACTICALLY DEATH TRAPS."

London, Received January 21.

Colonel Morrison, the father of Sub-Lieut. Grant Morrison, who was one of the officers who lost his life in the disaster to submarine A7, writes to the Press, hoping to arouse public opinion to have the risks of submarines minimised. He describes the "A" class as obsolete, and says they are practically death-traps. He says it is incomprehensible that a great nation should permit her pluckiest sons being sacrificed in worn-out boats merely to satisfy Parliament as to the paper strength of the Navy.

Cessless trawling has failed to discover the submarine.

ULSTER'S CHAMPION.

A TELLING SPEECH.

London, Received January 20.

Sir Edward Carson made two speeches at Belfast yesterday. He was enthusiastically applauded when he said: "We owe no loyalty except to the King, and if need be we shall prostrate ourselves before the throne as loyal citizens, and ask our King to save us. I do not believe that an appeal is fair. There have been conversations, but I tell the Government that conversations or negotiations are no use, unless they give us a basis for the preservation of our rights under the Imperial Parliament. The last time I saw Mr. Joseph Chamberlain, a few weeks ago, he said: 'Do you know what I would do?' I said, 'No sir,' and he said, 'Fight it out.' And we will fight it out. God give us men at a time like this."

VICTORIAN LOAN.

FULLY SUBSCRIBED.

London, Received January 21.

The Victorian 4 per cent. Loan of a million sterling, at a price of 97, has been fully subscribed, and is quoted at one half per cent. premium.

This is symptomatic of the revival of the investment business.

THE KAISER'S HEALTH.

ILLNESS RUMOURS UNTRUE.

London, Received January 21.

Reuter's correspondent at Berlin states that the Kaiser is in the best of health, and the rumours that he is ill are untrue.

TELEGRAMS.

THE NAVAL QUESTION.

GRAVE CABINET CRISIS.

(Reuter's Service To The "Telegraph.")

London, Received January 20.
The Daily Telegraph states on what it describes as "high authority," that a grave crisis exists in the Cabinet regarding Naval policy, the majority agreeing with Mr. Lloyd George, and opposing Mr. Churchill, the First Lord of the Admiralty.

The personal relations between Mr. Lloyd George and Mr. Churchill are extremely strained and the resignation of one or the other from the Cabinet in the next few days is regarded as possible. Moreover, if Mr. Churchill is defeated in the Cabinet, the whole Board of Admiralty will resign.

The Cabinet discusses the subject on Thursday.

"Surmise and Gossip."

London, Received January 21.

Mr. Churchill has issued a statement declaring that all the newspaper statements about the Cabinet proceedings are based on surmise and gossip and should be uniformly distrusted. He also says the statement that the Board of Admiralty has expressed its intention of resigning is untrue.

When Mr. Churchill made the statement he and other members of the Admiralty were discussing the Estimates, and it is regarded as practically certain that the statement was made with the authority of the whole Board as well as of Mr. Churchill.

With regard to Mr. Lloyd George, it is stated on his behalf that he most certainly will not resign.

THE JAPANESE ERUPTIONS.

Another Official Telegram.

The following official telegram was received at the Japanese Consulate-General, Hongkong, regarding the eruptions in Japan, at 8 a.m. to-day:

The official reports received up to the 18th. inst., sent by the Governor and officers of Kagoshima and despatched by the Home Ministry, show the extent of damage at Kagoshima to be as follows:

The interior condition of the volcano may maintain its present state for some time to come, but, assuming that there is no longer any danger, a party of explorers is climbing the volcano. At Kuzun 840 houses, on one of the 18 sections in the island, are burned down, and many domestic animals are killed, but there are less casualties among the inhabitants than was expected. Besides at Sakurajima, there is damage reported from Kinotsuki and Kora districts, on account of the fallen ashes and pumice-stones, and consequently the inhabitants in these districts need assistance, in addition to the 20,000 sufferers in Kagoshima city.

The death-roll in Kagoshima city is 18, including four in the neighbouring district, and other victims number 87 seriously wounded and 71 slightly injured. The other damage sustained in the city is 35 houses entirely destroyed, 113 half destroyed, besides many partly demolished, and damages to stone and wooden walls, bridges and ships. The big buildings and manufactories received no damage. Almost half of the refugees have already returned to the City, and the primary schools will open again within a few days. On the whole, the extent of the damage is not so serious as was at first reported.

The distress in the North East provinces and Hokkaido on account of the famine and inundations is less than was the case in 1905, while the total crop this year throughout the Empire is above the average.

TELEGRAMS.

THREE CONVICTS SHOT.

DARING ATTEMPT TO ESCAPE

(Reuter's Service To The "Telegraph.")

London, Received January 21.
Reuter's correspondent at Mo. Allister, Oklahoma, reports that three convicts in possession of revolvers seized the gaoler's keys and rushed the prison gates, firing at the guards and using a telephone girl as a living shield. They unlocked the gates and dropped the girl, who was wounded, and then jumped into a buggy. The guards fired a fusillade, and mounted guards kept up a running fight. They killed the convicts, while three guards and an ex-Congressman, who was visiting the prison, were also killed in the affray.

AUSTRALIAN NEWS.

Interesting Items from the Latest Mails.

We read that at least the Australian Government is doing something in the matter of aviation. Tenders have been called for the construction of hangars at Point Cook, Altona Bay (Victoria), and the work is to be put in hand at once. Commenting on this, the Sydney Bulletin says, "E., presumably, if the aviators don't get too fat doing nothing, or forget their art in the long-time waiting, we shall have some flights in about another year. Still, it is better than nothing."

N. S. W. Wheat Yield.
According to a wheat harvest estimate issued by the Government Statisticians, 41,800,000 bushels of wheat may be reckoned on in New South Wales from 3,186,871 acres—an average of 13.3 bushels to the acre. This is a record, the summer's yield (which was a record) being 32,475,813 bushels. The area now under wheat is also a record, and the estimated yield is worth 27,000,000.

The Case of a Chinese.
At the Sydney Court last month, application was made to Mr. Justice Sly to make absolute a rule nisi for the issue of a writ of habeas corpus, directing the master of the E. and A. steamer Empire (Capt. E. T. Picher) to release a Chinese named Lee Tan. It was stated in counsel's affidavit that Lee Tan visited China in 1904 and received a certificate of domicile under the Immigration Restriction Act, before leaving. The Customs Department, on his return to Australia, had refused him re-admission without payment of a deposit of £100.

It was pointed out that on the rule nisi (obtained earlier in the day) being served, the Captain had released the Chinese, who was then in Court.

The rule was made absolute by His Honour.

In subsequent proceedings in another Court, whereby Lee Tan was charged with being a prohibited immigrant, it was stated that the defendant had failed in the required dictation test. A remand was asked for, but the Magistrate dismissed the case, and Lee Tan was discharged.

The Christmas Mail.
Interesting figures in connection with the English Christmas mails have been issued by the Deputy Postmaster General at Sydney. These show that in 1911, seventeen odd tons of mail matter came at Christmas time; in 1912 there were twenty odd tons; and for 1913 the enormous quantity of 26 tons was to hand. The number of letters and cards received from England this Christmas totalled 551,021, this being 221,718 in excess of the number for 1912 and 257,018 above the total of 1911. There were also substantial increases in other classes of mail matter.

TELEGRAMS.

A NEW LINER.

SOME MODERN FEATURES.

(Reuter's Service To The "Telegraph.")

London, Received January 21.
The Llandoverly Castle makes her maiden voyage to-morrow. An informal lunch was given to-day, followed by an inspection of the vessel.

She is a most luxurious steamer, and has a special tropical equipment for the East African trade. The new features include lifts, a Vienna cafe and a swimming bath.

QUESTION OF PERMISSION.

At the Police Court this afternoon, four Chinese named Wong Hon Shi, Wong Tsoi-shi, Wong He-shi, and Wong Ng, all females, were summoned for maintaining, without the consent of the Governor in Council, a verandah projected over a street less than fifty feet wide.

Mr. P. M. Hodgson, Assistant Crown Solicitor, prosecuted, and Mr. J. C. Jenkin, instructed by Mr. Needham, of Messrs. Ewens and Needham, defended.

Mr. Hodgson said that the street in question, Queen's Road West, was like many other streets in the Colony, under fifty feet wide, and it was on the representation of the original owners that the street was over fifty feet wide that the order of the Governor in Council was given. The property was sold to the present owners and in the course of alterations it was found that the street was not fifty feet wide. The Governor could not give permission unless the street was fifty feet wide. The Building Authority did not wish to compel the defendants to remove the verandah, because they realised what a hardship it would be on them. Had he been dealing with the original owners he would have dealt quite differently with the matter.

The case was proceeding as we went to press.

DISMISSED.

Opium Case Falls Through.

A man and woman were charged before Mr. Wood at the Police Court this morning, with being in unlawful possession of opium. The amount of the opium was forty-five teels, the woman being concerned with forty, and the man five.

Mr. R. C. Faithfull defended the woman, and Mr. Dixon, of Messrs. Wilkinson and Grist, defended the man.

It appeared that a man engaged the woman's sampan to take himself and his baggage to a ship. A Revenue Officer came on the scene and the man ran away. The charges were dismissed.

BALLAST BOAT SUNK.

We have been informed that a ballast boat broke away from its mooring last night and was washed up against Holt's Wharf, Kowloon. A sampan, we are told, also capsized in the squall of this morning. No persons have been reported drowned.

General Holiday.

A Government Gazette Extraordinary issued yesterday notified that His Excellency the Governor-in-Council has, under Section 7 of the Holiday Ordinance, 1912, (Ordinance No. 5 of 1912), appointed Tuesday, the 27th day of January, 1914, to be observed as a General Holiday. A further notification exempted the Police Magistrates' Department from the operation of the Ordinance on that day.

TELEGRAMS.

M.C.C. TOUR.

ANOTHER VICTORY.

(Reuter's Service To The "Telegraph.")

London, Received January 20.
Reuter's correspondent at Kimberley says the M.C.C. beat the Griqualand West team by an innings and 101 runs.

CANTON NEWS.

(From our own Correspondent.)

Standard Oil Barge Looted.

Canton, January 19.

A few days ago a Standard Oil Company's barge which was taking oil up to Sam King Hon in the Pan U District was attacked by pirates and its cargo removed. The matter was reported to the American Consul who thereupon requested the Governor General and the Civil Administrator to take strict measures to have the pirates arrested. The matter is being attended to.

Cantonese Aviator.
Since the death of Mr. Fung-u, a Cantonese aviator, no successor in the art has appeared. It is learned, however, that a Sunningite named Mr. Lui, who has been taught flying in Japan, is making preparation for an aerial exhibition at the Parade Ground outside the Eastern Gate of Canton.

Increase of Salary.
Information is to hand that the Premier, in consideration of the fact that the salary for the Civil Administrators is too little, has applied to the President that a monthly increase of \$150 be allowed to each of them. The application has been approved by the President.

Vice-President's Recommendation.
The Canton Government has received a special telegram from Peking to the effect that the Vice-President has strongly recommended Mr. Li Hoi-sin to fill the post of Civil Administrator permanently. Mr. Chan Chiu Sheng's resignation having been accepted by the President.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

Rumours of the ill-health of the Kaiser are denied.

Sir Edward Carson declares that he will fight out the Ulster question.

The M.C.C. team has defeated Griqualand West by an innings and 101 runs.

The Victorian 4 per cent. loan of a million a sterling has been fully subscribed.

In the Dominion House of Commons, Mr. Borden outlined Canada's naval policy.

The recommendations of the International Conference on Safety at Sea are given to-day.

The principal points in President Wilson's pending legislation on Trusts are given to-day.

A Chinese policeman has been shot in Shanghai, and it is believed he is fatally injured.

The Calcutta police take a most serious view of the shooting of Sub. Inspector Dripend Ranath Ghose.

Commander Hamilton-Gordon, of the destroyer Thrasher, has been found dead in his bunk at Devonport.

Mr. Churchill says the newspaper statements regarding Cabinet proceedings are based on surmise and gossip.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The new liner Llandoverly Castle makes her maiden trip to East Africa to-day. She is wonderfully equipped.

Iung Kwei-shing, the instigator of the Sung murder, has been found dead in a train with two swords sticking into his body.

A Chinese was being arrested in Shanghai when he attempted to shoot two detectives, through his pocket, but only injured himself.

The Daily Telegraph says there is a grave Cabinet crisis on the naval question, and either Mr. Churchill or Mr. Lloyd George may resign.

Three convicts escaped from prison at MoAllister, Oklahoma, but were shot dead. Three guards and an ex-Congressman were also killed.

Colonel Morrison, father of one of the officers on the ill-fated submarine, writes to the Press urging steps to minimise submarine dangers.

NEWS.

Notes from our correspondents in Canton appear in this issue.

Log book appears on page 6 and commercial news on pages 8 and 9.

The s.s. Wuchang was successfully launched at Taikoo Dockyard yesterday afternoon.

Notes on this morning's training gallops, and times recorded, appear in the present issue.

The annual general meeting of the Hongkong Missionary Association was held yesterday evening.

General news and a correspondence between Mr. Churchill and the Navy League appear on page 3.

The annual statement of accounts issued by the hon. treasurer of St. John's Cathedral is summarised in this issue.

Professor C. A. M. Smith gave an interesting lecture on submarines in the old Chamber of Commerce Hall last evening.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.

Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.

Bijou Theatre, 9.15 p.m.

Friday January 23.

Volunteer Ball.

Monday January 26.

Chinese New Year.

Wednesday January 28.

H.K. Land Reclamation Co. Ltd. meeting, 11.30 a.m.

The West Point Building Co. Ltd. general meeting, 11.45.

H.K. Land Investment and Agency Co. Ltd. general meeting, noon.

H.K. Hotel Co. Ltd. extraordinary general meeting, 12.30 p.m.

Saturday February 7.

Philharmonic Society's Concert, 8.15 p.m.

Tuesday, February 10.

Organ Recital St. John Cathedral, 5.30 p.m.

Hongkong, Canton and Macao Steamboat Co. Ltd., general meeting, noon.

Wednesday, February 11.

The Idol's Eye, H.K.A.D.C. Theatre Royal, 5 p.m.

Monday February 16.

Jockey Club Race Meeting, Happy Valley.

Thursday February 19.

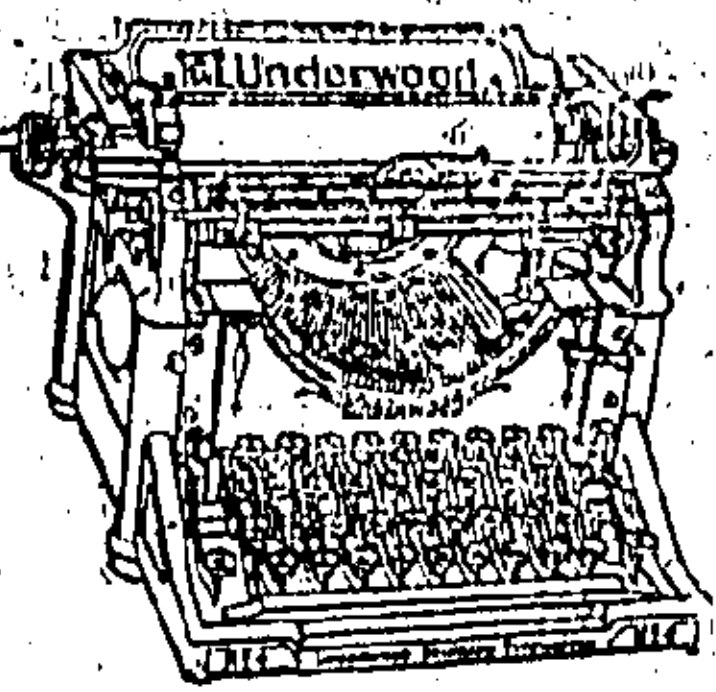
Ball at Government House.

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rest? This, the only genuine cure
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NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

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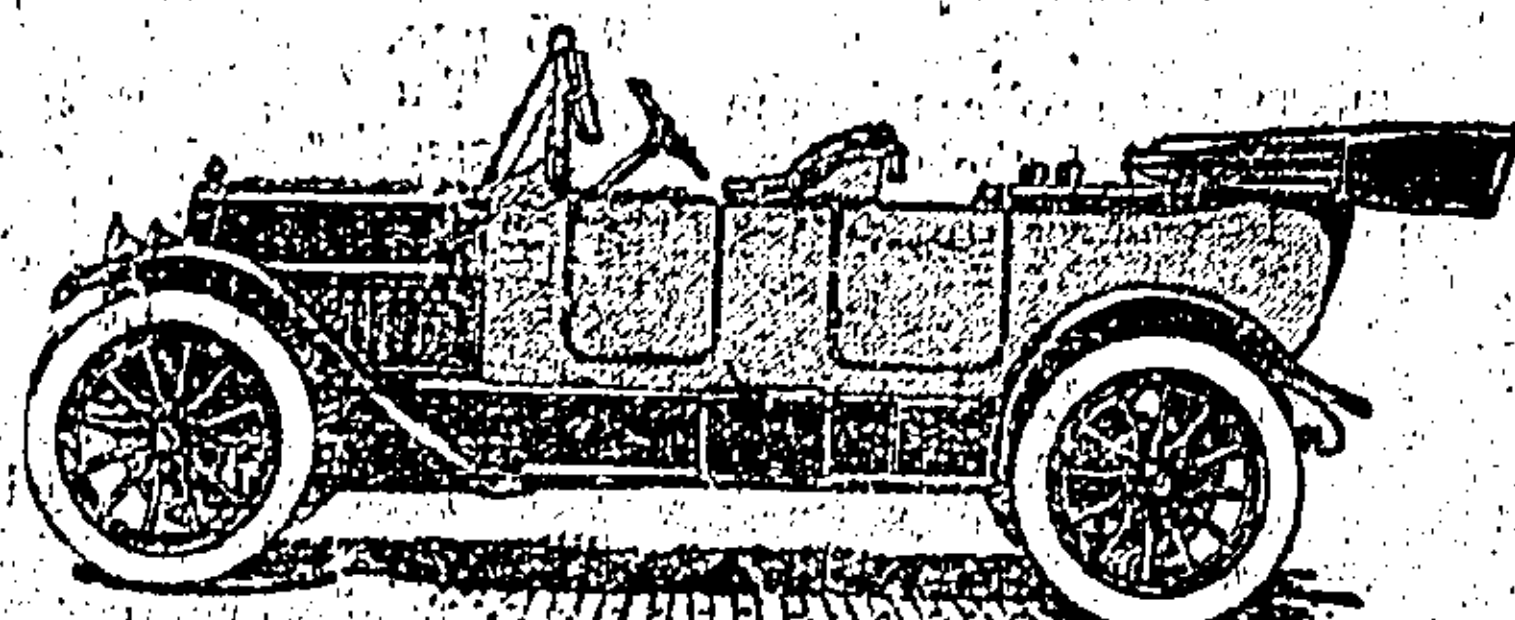
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Hongkong, June 11th, 1913.

Hongkong, 16th August, 1901



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PROPRIETOR. [8]

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Hongkong, 19th July, 1913.

Notices

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OUR
CONTEMPORARIES.

Daily Press.

Religion in China.

The present movement for the
establishment of Confucianism as
the State religion represents the
rebound from the state of affairs
that provoked the fears of General
Li and Arohaeou Moule, while
the plea of the latter that China's
educational system should be on
a Christian basis has not been
affected prejudicially by the
changes that he deprecates—it
will certainly be no more difficult
nor less likely of attainment under
the Republic than it would have
been thirty or forty years ago.
The extent to which China's
educational system has been
Westernized is often exaggerated.
Be that as it may, Arohaeou
Moule's warning to China against
adopting a religion that the West
has already outgrown is not out
of place. At the one end of the
scale, we have the irreligious,
ultra-occidental educational
system to which he imagines
China may fall a victim, and at the
other end stands "the old frame-
work and its ancient drapery,
supplemented and expanded in
history, geography, mathematics
and science generally, and the
great textbook of all, the Word
of God... introduced," which
he longs to see, and it is between
these two extremes that China
will steer her course.

South China Morning Post.

Engineering in China.

It is unfortunate but neverthe-
less true that British firms are,
generally speaking, at a complete
loss when confronted with the
laborious and exact, if somewhat
routine-ridden, methods of their
continental competitors. No gen-
eral rules are of any use to them
except such as they may have
elaborated for themselves out of
their own experience, and, as the
nimble-witted continental is by
no means averse to profiting by
the experiences of others, it has
come about that all over the world
the British trader and engineer
have opened the way for others
to come in to reap the fruit
of his labours. While there
is much to be said in favour of
British doggedness and pertinacy
as a general principle, it
must be realised that there is a
limit to the extent upon which
established customs and methods,
even though successful in the
past, may be relied, and British
supremacy, as an engineering
country, is in jeopardy unless
there arises a disposition on the
part of British manufacturers to
realize their own shortcomings
and the urgent necessity for
meeting continental competition
in the Far East with the weapons
it uses.

China Mail.

The China-Mongolian Question.

In a recent issue of the *Chris-
tian Science Monitor*, there ap-
peared an interesting article on the
subject of how "Russia keeps up
its work in Mongolia." In it the
writer, in discussing the China
Mongolian question, stated that
both in its national and interna-
tional aspect the China-Mongolian
question is full of difficulties at
present, and holds within itself
the seeds of many more in the
future. "When you are one
against ten," a Chinese diploma-
tist said recently, "what can you
do? If China were strong,
wealthy, and united, she would
either obtain her own terms from
Russia or she would fight; but
she is none of the three. Fight-
ing means defeat and so she
makes the best terms she can."
History is full of events which go
to show that agreements made
thus, in stress of circumstance,
are never final. They are either
swept away by some great
reversal of position, or slowly and
steadily violated till the existing
circumstance finds no place in
the original provision. In the
case of Mongolia, the former is
unlikely, the latter almost certain.

For a good solid meal, a la
Carte or Table d'Hôte, with
Wines & Liqueurs of the Best
ALEXANDRA CAFE

GENERAL NEWS.

Pigmy Hippo at the Zoo.

Among the latest additions to the Zoological Gardens is a male pigmy hippopotamus from Liberia. This little creature, which the Duke of Bedford bought from Mr. Carl Hagenbeck and presented to the Gardens, has reached London in the best of health and condition. It will be a companion for the female of the same species received in February.

Entente Cordiale.

A peculiar and little-known fact concerning the New Hebrides is that the islands have the unique distinction of issuing postage stamps under the auspices of two nations. The present administration is by an Anglo-French "Condominium," and the stamps, which resemble in design the standard French colonial type, bear both the British Royal cypher and the emblem of the Republic.

Bullets in head for six months.

A sequel to a sensational London shooting occurred at Dudley when George Henry Oles, aged 32, a commercial traveller, of Newcastle-on-Tyne, died in the infirmary as a result of a revolver shot in the head. On June 2 Oles, while driving in a taxi-cab through Oxford street, he shot himself and was taken to Mid-dlesex Hospital. He was subsequently discharged and went to Dudley with relatives. The doctors were unable to extract the bullets.

Chinese Coffee Shops.

The American Consul at Singapore states in a recent report that in 1909 there were registered in the Singapore municipality 620 coffee shops, while in 1913 there have increased to 827. These coffee shops are patronised by the Chinese population, and the opinion has been expressed that the substantial increase in an indication of a gradual change in the diet of the Chinese of this class. Possibly, he adds, it indicates an increased demand for foods made of wheat flour.

Memorial to Benjamin Franklin.

It is proposed to commemorate Benjamin Franklin in the church of St. Bartholomew the Great, West Smithfield, the parish in which he worked as a printer. There are five cramped niches in the east wall of the Lady Chapel, restored in 1897, waiting for figures of female saints, and it has been proposed that the gift of one or more such figures might form a suitable commemoration of Franklin's association with the building. A tablet, suitably inscribed, will be placed to indicate the object of the memorial.

Finger Prints.

A great compliment has been paid to Scotland Yard by the request of the Paris Chief of Police for information regarding the English finger print system, which M. Hennion appears to think of adopting. This is due to the fact that, while the French police possess the finger prints of the Italian who stole "La Gioconda" they were not able to identify his thumb marks. The system introduced by Sir Edward Henry is an improvement on the Bertillon method, inasmuch as a "wanted" person can be traced by any finger or thumb mark which he leaves behind him.

Industrial Census of Natal.

In the absence of a Government statistical bureau it is extremely difficult to obtain accurate information regarding the annual development of the important industries of the South African Union. The following figures relating to the Province of Natal have been taken from the Census returns for May, 1911, which have recently been published. At that time, the occupied lands of Natal aggregated 10,333,112 acres, of which 1,019,764 acres were under cultivation, 228,411 acres were lying fallow, and 9,086,937 acres were used as grazing land. The various factory industries numbered 360. Some of these industries—namely sugar-making, soap-making, brewing and dairying—have been enlarged to a considerable extent since the date of the Census.

THE NAVY LEAGUE.

Admonished by Mr. Churchill for Partisan Speeches at Non-Party Gathering.

The following is the correspondence which passed between Mr. Churchill and the Navy League on the subject of an invitation from the League to the First Lord to attend a luncheon in honour of Captain Halliday and the officers of H.M.S. New Zealand—Admiralty, S.W., 10th December, 1913.

Sir,—I am desired by the First Lord of the Admiralty to say that he has noticed with regret that on several recent occasions speeches have been delivered at Navy League dinners to which he and other members of the Board of Admiralty have been invited which have been of a very controversial and partisan character, wholly unsuited to a professedly non-party gathering. The speech of the Earl of Selborne on the 21st October in particular was incompatible with the conditions indispensable to a non-party gathering and contrary to the usages of hospitality. Other members of the Board of Admiralty have on previous occasions found themselves obliged to listen when guests of the Navy League to criticisms and attacks upon the naval policy of the Board, and in the absence of any assurance that these circumstances of offence will not recur the First Lord desires me to say that he regrets that it will not be possible for him or his colleagues on the Board to accept any hospitalities from the Navy League.—Yours, &c.,

(Signed) E. MARSH.

The Navy League's Reply.

The Navy League, 11, Victoria Street, S.W., December 17, 1913.

The Right Hon. Winston S. Churchill, M.P.

First Lord of the Admiralty.

Sir,—I have the honour to acknowledge receipt of a communication from your private secretary of this day's date, and in reply would like to point out that the Navy League has no control whatever over the form and substance of the speeches delivered by the guests whom they invite to their various functions. I would, however, like to assure you that in the case of gentlemen invited to speak on such occasions strong representations have invariably been made that their observations should be entirely non-party in character, and nobody regrets more than the Executive Committee of the Navy League that there should have been any departure from this arrangement.

I can give you at all events the fullest assurance that no member of the Executive Committee and no officer or official of the League has ever used on these

occasions any criticisms of either the Board of Admiralty or of yourself as First Lord. You will understand it is exceedingly difficult with a non-party organisation like this, where an earnest endeavour is being made to bring together all sections of public opinion in the interest of the fleet to prevent from time to time incidents of the kind to which your letter takes place.

You will remember that when you were invited to the Trafalgar Day banquet the president of the League undertook that so far as any person directly connected with this movement was concerned no view would be expressed to which exception would be taken by yourself or by any representative of the Admiralty, but he was obliged to point out that he could obviously give no assurance of the same kind for invited guests from outside, although every endeavour would be made to prevent any unpleasant or unsuitable comment being embodied in speeches.

I venture to suggest that, in view of the importance of giving Captain Halliday and his officers a worthy reception in London on the conclusion of their historic voyage, it would be fitting that yourself and your colleagues should be present, and I think I can give you the most absolute assurance that nothing in the remotest degree referring to Admiralty policy or the attitude of the Government towards defence problems will be referred to. This occasion will be wholly devoted to a welcome to the officers of the Dominion ship, and will, it is hoped, make the people of New Zealand feel that in this country appreciate the kindness and hospitality which were extended to the officers and crew of the battle cruiser during its visit to their waters. In these circumstances I venture to express the hope that you will reconsider your decision and do the Navy League the honour to be present at the luncheon at the Hotel Cecil on Tuesday next at 1.30.—I have the honour, &c.,

(Signed) P. J. HANNON, Secretary.

The Invitation Accepted.

Admiralty, S.W., December 12, 1913.

Sir,—I am desired by the First Lord to thank you for your letter of the 10th inst., and to say that provided he may publish the correspondence which has passed he will have great pleasure in accepting the invitation of the Navy League for December 16.—Yours, &c.,

(Signed) E. MARSH.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

Prepaid Advertisements

ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December newly painted and colourwashed. ROGATE, Austin Road, Kowloon; unfurnished.

No. 68 Peak, Mount Kallett, Church Mission Society Bungalow from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

1 CAMERON VILLAS No. 60 Peak, to let furnished for 1 year from 1st May.

No. 6 Cameron Villas, No. 59 Peak to let furnished for one year from 1st May, 1914.

"Kallett Crest" No. 66 The Peak, from 1st March, 1914, partly furnished.

No. 19, Shelley Street.

One small Godown in Duddell Street.

No. 3, The Albany, Robinson Road.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Island Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913. [211]

TO LET.—Two room Flats in Kowloon. Suitable for Europeans, in good airy locality. All Modern Conveniences. Terms Moderate. Apply H. RUTTON-JEE, Royal George Hotel, Hongkong, 17th Oct., 1913. [967]

TO LET.—Furnished for seven months from the first week in March 1914; No. 64, The Peak. Apply to G. M. HASTON, Hongkong, 29th Dec., 1913. [1105]

FROM 1st April next "STONEHENGE" No. 5 Robinson Road containing 17 Bed Rooms, with Bathroom, Drawing Room, Dining Room and other conveniences. Suitable for a Boarding House. Apply to—DAVID SASSOON & CO., LTD.

Notice

HOW YOU'LL LAUGH IN YOUR BATH AFTER

THE IDOL'S EYE

YOU'LL FAIRLY—HOW YOU'LL—

Feb. 12th, 13th & 14th.

Setlers for British Guiana.

With an area of 290,500 square miles, British Guiana has at present only 298,041 inhabitants, or an average of 3.3 persons per square mile.

All attempts to develop the undoubtedly great resources of the Colony must necessarily prove very difficult while the population remains so small. Under normal conditions, development and an increasing population go hand in hand, but tropical countries require a particular sort of settler. The British Guiana Planters' Association is said to have been considering the advisability of welcoming Japanese immigrants, in view of the success which appears to have attended their settlement in South America.

TO LET.

TO LET.—Northern half of Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply CHATER & MODY, 9, Queen's Road.

TO LET.—First floor of No. 4, Des Vaux Road Central, suitable for Offices; occupation from 1st March next. Apply to—DAVID SASSOON & Co. Ltd.

TO LET.—No. 2 Park Road, "Breezy Villa." Airy and Comfortable, Garden and Tennis Court.—Apply to No. 4, Ripon Terrace, Hongkong, 13th Jan., 1914. [1139]

TO LET.—FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with GODOWN attached, Nathan Road, KOWLOON. Kowloon Marine Lot No. 48 with Wharf.

Apply to HUMPFREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

TO LET.—OFFICE on Third Floor of Hotel Mansions.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 16th Dec., 1913. [1079]

TO LET.—OFFICES in King's Building. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—9, Pedder's Hill, newly renovated, airy and comfortable.—Apply to Leung Tau San, 15, Bonham Strand East, Hongkong, 8th Jan., 1914. [1129]

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Nothing is more worthy of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

N. LAZARUS, OPHTHALMIC OPTICIAN.

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THIS WEEK'S SPECIALITY:—BALSAMIC COUGH LINCTUS.

The mild and soothing influence which this preparation has, classifies it among the most valuable of its kind, in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm from the Throat and Airpassages, it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible to future irritation and disease.

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Egyptian Cigarettes

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A Luxury to the Man of Taste.

Sole Agents: Messrs. American Tobacco Co. Ltd., Hong Kong.

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Have the Combination of Softness and Pliability that Gives such Ease and Comfort from the First, with the Firmness that retains the Original Style Always.

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LANE, CRAWFORD & Co.

The Best Thing for Cough

IS
TUSSERIN.

Cures the worst cough, cold, bronchitis, influenza

and all affections of the chest, throat and lungs.

Very agreeable to taste. Can be taken by children and adults.

Price: per bottle \$0.80.

THE MEDICAL HALL,
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The Ideal Disinfectant.
FLUID. POWDER. SOAP.

Great germicidal power, freedom from danger, economy in use and absolute efficiency make IZAL the

DISINFECTANT STANDARD.

Officially selected by H.M. Government after stringent comparative tests. Mixes equally well in salt, brackish, and fresh water. NOT ONE of the black soap disinfectants will mix with hard or brackish water.

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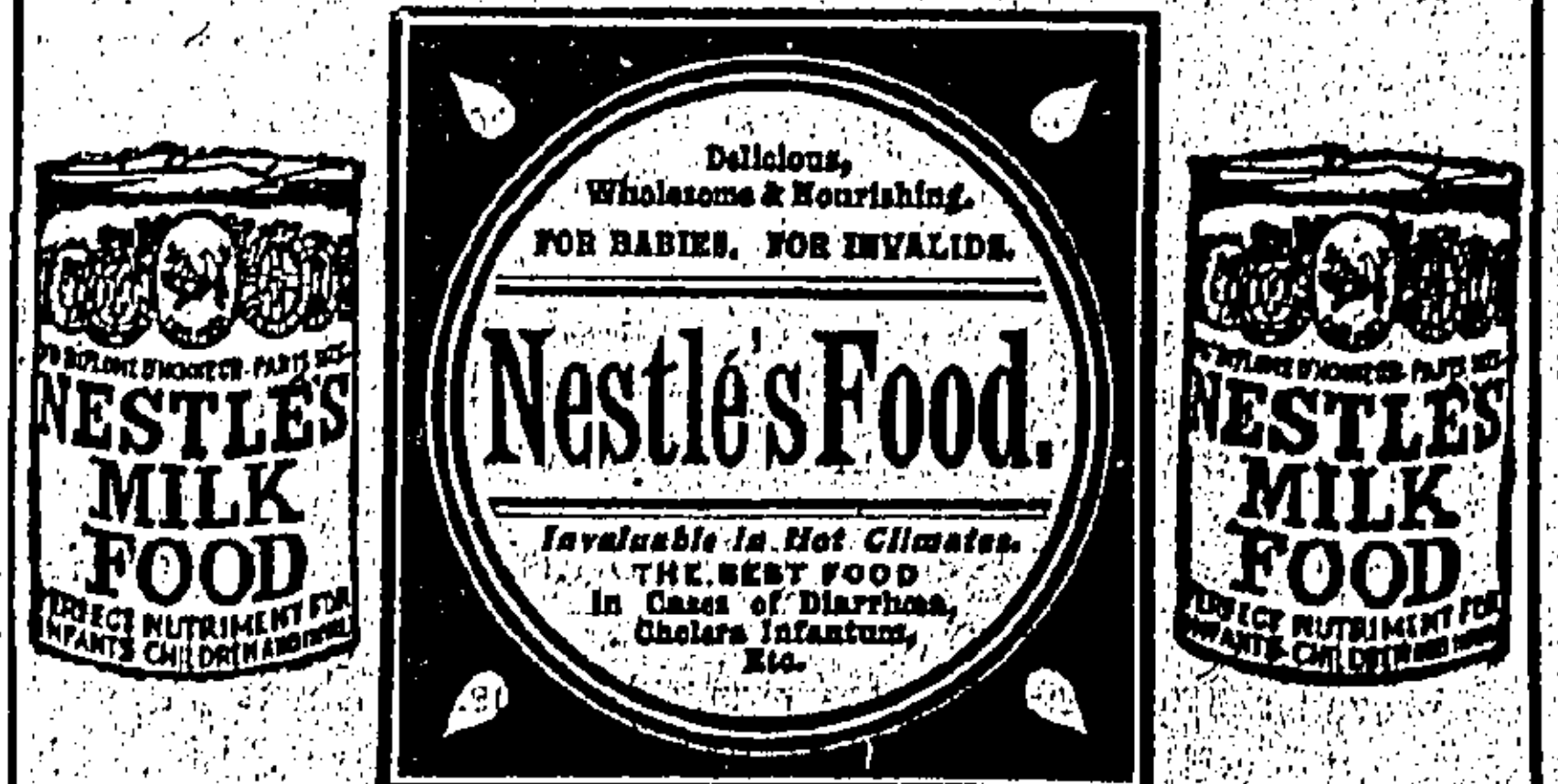
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Simple to prepare. Easily digested.

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B.—WATSON'S GLENORCHY, CHOICE MELLOW BLEND	\$18.25	\$1.55
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'KILTY' LIQUEUR WHISKY		
Great Age, Very Fine	38.00	3.25
THORNE'S BLACK SQUARE	23.50	2.00
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Other Well-known Brands Supplied To Order.
Our Celebrated E. very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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The object of this paper is to publish correct information, to give the truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JANUARY 21, 1914.

BIRTH.

SHEPHERD.—On January 21st, to Mr. and Mrs. E. Bruce Shepherd, at the Matilda Hospital, a daughter.

MEN FOR THE NAVY.

Hongkong has a deep and vital interest in the Navy. That being the case, all true Britishers in this Far Eastern outpost will be gratified to learn that during the year just ended there has been quite a boom in recruiting for the senior Service. Compared with previous years there has been an immense increase in the number of boys and men who offered themselves for service as seamen and artisans in the Fleet. Indeed, the official organ of the Navy League advances the statement that 1913 will have a larger number of recruits to its credit than has been the case in any year since the long-service system of voluntary recruiting was adopted over half a century ago. That, assuredly, is evidence of the claim that British naval traditions can be fully maintained by the operation of voluntary methods, and it goes to show that, grow as the Navy will, and must, there is no dearth of youths and men to man our ships.

But no voluntary system can last unless sufficient inducements, in the way of pay and facilities for promotion, are held out to recruits. And there can be little doubt that the agreeable state of affairs to which we have made reference is, in large part, a direct result of the wise policy of the Admiralty in increasing the pay of the men of the lower deck and in placing commissions within the reach of competent men in the Service. What this means is that a well-educated boy of good character can look forward to promotion to the rank of Lieutenant, with pay amounting to £270 per annum, and with allowances which may reach £200 per annum in addition, besides a retiring pension of £200 a year. That, as *The Navy* well points out, must tend enormously to enhance the popularity of the sea forces and raise the quality of the personnel. And the scheme is well under way, too; for during the past year nearly sixty petty officers and warrant officers who entered the Navy as ordinary boys have been selected to qualify as acting mates, and will soon be raised to the rank of commissioned officers.

The sea is a fine career for any British lad, and it is comforting to realise that the old spirit is still with the race. It has been proved that we can find the men. But men without ships are of small avail. And for that reason we hope the "Little Navy" politicians will speedily perceive that it has misjudged the feelings of the people. The race in armaments must continue; it is inevitable. There will be set-backs for the statesmen of large views, very possibly, but we believe the majority of the people will give these latter their support. Men are not waiting for the Navy; and the money wherewith to build the ships must also be forthcoming.

Silence Necessary.

We had occasion to use the Hongkong City Hall Library quite recently and, if there was one thing more than another that impressed itself upon us, it was the disregard for silence. In consequence great annoyance was caused to those who were using the library for the purpose for which it was instituted, and not as a meeting place for those who had arguments to settle or opinions to exchange. In the first place, a party of Chinese had a difference over something or other, and it was only when we called out to them that the noise quietened. But it only quietened. It did not cease. Then two non-European came, along at the table at which we were seated; and commenced a discourse on a topic that had arisen through an item of news in a morning paper. If there is a need for silence at any place, it is certainly in a public library.

Reckless Chauffeurs.

On more occasions than one we have called attention to instances of reckless motor driving which have been brought to our knowledge, but still chauffeurs can be seen driving with the utmost disregard for the safety of the public. On Saturday morning we were passing down Morrison Hill Road, just approaching the Monument, when a motor car swung round the corner, coming from the Racecourse, at a terrific speed. It was dark at the time, and the road contained numerous Chinese on their way to town with garden produce, and for a moment several of the pedestrians were in danger. The car passed so close to our ricksha that it practically skimmed the offside wheel. Another inch and the impact would have been sufficient to cause an accident that would certainly have been serious. It is time this mad rushing was checked. The owners of cars cannot, of course, be blamed for the acts of their servants, but a few salutary sentences on the latter should work wonders.

The Supply of Radium.

The other day we published a telegram outlining a protest, delivered by Dr. Lazarus Bellow, against the difficulty of obtaining radium and against its abnormally high price. We now read of some interesting statements which have been made before the Society of Civil Engineers in Paris by M. Paul Blesson on the extent of the available supply of this precious substance at the moment. He states that the latest statistics show that there are not more than six or seven grammes of metallic radium in the scientific and medical laboratories of the whole world. From the creation of the radium industry in 1890, up to 1901, only two or three grammes of radium were extracted from 13 tons of pitch blende residues, and these were supplied to the laboratory of M. and Mme. Curie.

£38,000 A Gramme

Since then the Austrian Government has prohibited the exportation of radio-active ore from Joachimthal, and radium has had to be extracted from much poorer ores in France, Portugal and Colorado. According to M. Blesson, Austria has not in recent years treated more than three to four tons of pitch blende annually, yielding less than one gramme per year. As to the price of this valued material, this is put at the moment by M. Blesson as about £38,000 for one gramme of pure metallic radium. The chief holder of radium, we are told, is Mme. Curie, with about 2.6 to 3 grammes; and after her comes Sir Ernest Cassel. There are interesting facts when taken in conjunction with the telegrams to which reference is made.

Bracelets Stolen.

Miss E. Morrison of 49 Hollywood Road has reported to the police that about ten days ago someone stole from her room three gold bracelets valued at \$250.

DAY BY DAY.

I WOULD FLOOD YOUR PATH WITH SUNSHINE;
I WOULD FENCE YOU FROM ALL ILL.
I WOULD CROWN YOU WITH ALL BLESSINGS.
IF I COULD BUT HAVE MY WILL.

The Mails.

German Mail—Left per s.s. Luetzow at 10.15 a.m. to-day.
German Mail—Due per s.s. Goeben, to-morrow.
Canadian Mails—Due per s.s. Empress of Asia at 2 p.m. to-morrow.
Canadian and American Mails—Close per s.s. Chicago Maru at 11 a.m. to-morrow.
American and Canadian Mails—Close per s.s. Talthybius at 2 p.m. to-morrow.

H.M.S. Yarmouth.

H. M. S. Yarmouth arrived this afternoon from Shanghai.

The Chartered Bank Case.

The man charged with attempting to defraud the Chartered Bank has been remanded.

Summons Adjourned.

A summons against a house-keeper in Ship Street for unlawful hair cleaning, has been adjourned.

Maud Allan.

The Maud Allan—Cherniavsky performances are to take place at Singapore on February 4, 5 and 6 next.

Seaman's Loss.

A seaman living at 15 Upper Macao Row has had a gold watch valued at thirty-five dollars stolen from his room.

Widow's Loss.

A Chinese widow of 50 Hollywood Road is mourning the loss of \$50 in a cashbox, which has been taken from her room.

Seaman Robbed.

A Chinese seaman living at No. 1 Tse Hong Lane has been robbed of clothing and money to the value of \$30.50.

Margarine Seized.

Det-Sergeants Murphy and Clark have executed a search warrant and seized 328 tins of margarine butter. An arrest has been effected.

The Amah's Complaint.

A Chinese amah living at 13 Macdonnell Road has complained to the police of the theft from her of a quantity of clothing and money to the total value of twenty-three dollars.

The Old and The New.

Apparently the space on which stood the Clock Tower, and a few yards beside, has now been converted into a storage ground for tarred rubble. The Clock Tower certainly looked prettier.

Revolver Possession.

At the Police Court, this morning, a Chinese was fined \$100 for being in unlawful possession of a revolver. He was arrested on the wharf and the revolver was found encased in a mirror.

Women Fined.

In two houses at Wong-nei-chong a large quantity of brushwood which had been cut from Government plantations, was found. Two women were arrested and at the Police Court, this morning, they were fined \$25 and \$20 respectively.

Stolen Margarine.

Wong Kam-luk, the proprietor of the Hongkong and Godown Company, has complained to the police of the theft, since January 1, of ten cases of tinned margarine butter from the Kowloon godown, valued at \$428.

Inspector's Fourth Term.

Inspector MoD said, a popular officer of the Hongkong Police Force, was re-elected by Mr. Wood, at the Police Court, this morning for a further period of five years service. This means that the Inspector enters on his fourth term of five years.

Chinese New Year Holiday.

Monday next (the 26th instant) being Chinese New Year day the Post Office will be entirely closed. There will be no delivery or collection of correspondence from the pillar boxes. Non-boxholders may, however, obtain their ordinary correspondence on application at the enquiry window in the Exchangers' hall, at the north-west corner of the building. In the event of the arrival of the French Mail from Europe on that day the office will be open one hour for its delivery.

WUCHANG LAUNCHED.

Successful Ceremony at Talkoo Dockyard.

There was a particularly large gathering of ladies and gentlemen present at the launch of the s.s. Wuchang which took place under the auspices of the builders, the Talkoo Dockyard and Engineering Company of Hongkong Limited, yesterday afternoon in glorious weather. The christening ceremony was performed by Mrs. Edkins who, immediately the vessel commenced to slide waterwards, smashed the champagne bottle against the ship's bow. As the vessel glided gracefully into the water the whole party cheered and the Chinese fired crackers.

The Guests.

Among those who accepted invitations and were present were:—

Mr. J. M. Alves, Mr. A. W. van Andel, Mr. W. S. Bailey, Mr. E. R. Bate, Mr. F. B. L. Bowley, Capt. B. R. Branch, Mr. G. A. Caldwell, Capt. W. E. Clarke, Mr. D. W. Craddock, Mr. and Mrs. Danby, Mr. and Mrs. R. M. Dyer, and Miss Dyer, Mr. G. T. Edkins, Mr. and Mrs. W. D. Graham, Mr. R. Hall, Mr. and Mrs. T. Hayashi, Mr. and Mrs. J. Owen Hughes, Capt. and Mrs. Innes, Mr. and Mrs. W. C. Jack, Mr. and Mrs. J. Jonckheer, Mr. E. A. Koester, Mr. and Mrs. Percy Lavers, Mr. and Mrs. L. N. Leafe, Mr. and Miss Lennox, Mr. and Mrs. A. R. Linton, Mr. and Mrs. J. Macdonald, Mr. and Mrs. J. McCubbin, Mr. and Mrs. J. Finlay Miller, Mr. and Mrs. R. O. Morton, Mr. and Mrs. J. Nielsen, Mr. Otto Knag Sing, Mr. E. V. D. Parr, Lt. Col. P. J. J. Radcliffe, Capt. and Mrs. Riggs, Mr. and Mrs. A. Ritchie, Mr. and Mrs. Rodger, Mr. H. Percy Smith, Mr. V. M. Smith, Mr. and Mrs. G. E. Stewart, Mr. and Mrs. D. Templeton, Mr. E. H. Thiel, Captain and Mrs. Pennefather, Mr. and Mrs. F. W. James, Captain and Mrs. French, Commander Basil Taylor, R. N., Mr. F. B. L. Bowley, Mr. Wilkinson, Mr. G. M. Young, Captain and Mrs. Arthur, Mr. A. G. Gordon, Mr. J. M. Beck, Mr. and Mrs. Armstrong, Mr. and Mrs. Leask, Mr. J. Patterson and Mr. and Mrs. Van Meines.

The Vessel.

The steel twin-screw steamer Wuchang, has been built to the order of the China Navigation Co., Ltd., for their Shanghai and Yungtze trade. The vessel is of the awning deck type, the principal dimensions being as follows:—Length over all 331 feet, breadth moulded 48 feet, depth moulded to awning deck 23 feet 3 inches, gross tonnage about 3,200. The "Wuchang" is built of Siemens-Martin steel to Lloyd's scantlings for special service and equipped to Barl of Trade requirements. There are four decks, viz.:—upper, awning, promenade, and shade. The upper and awning decks run continuous from stem to stern, and the promenade and shade decks from midships to stern. The 'tween decks are arranged for cargo, and have special rooms for carrying mails, silk, opium and treasure.

Accommodation is fitted in a large steel deckhouse on the awning deck for Chinese passengers—16 first-class, 36 second-class, and 154 third-class. The crew are berthed forward under the awning deck. Two wood houses are fitted on the promenade deck, one forward for the Captain's accommodation, and one aft containing officers' and engineer's rooms and dining saloon. The wheel house and pilot rooms are fitted in a wood house at the forward end of the shade deck. The vessel will be fitted with all the latest appliances for working cargo, including a special derrick for lifting heavy weights. A steam steering engine is placed on a platform in the engine room, with control shaft leading to the bridge, and there is also provided a steam winch for working the anchors and cable, two powerful steam winches for working cargo, and a steam capstan aft for the handling of the vessel. Electric light and steam heating will be installed throughout the vessel.

ST. JOHN'S CATHEDRAL.

Hon. Treasurer's Annual Statement.

The annual meeting of shareholders is, and subscribers to, St. John's Cathedral will be held in the Chamber of Commerce Room, City Hall, on Wednesday, January 28, at 5.30 p.m.

The Hon. Treasurer's statement shows that during the past year the pew rents amounted to \$3,522.50 and the contributions from shareholders to \$2,155. The Government contribution was \$1,200, the military contribution \$500 and the ordinary collections \$4,288.41. In addition there were special collections for the O'gan fund, British and Foreign Bible Society, hospitals, Missions to Seamen, Diocesan Girls' School, Choir fund and Cathedral Endowment fund, amounting in all \$1,710.47. The total income was \$15,980.18 as against an expenditure of \$13,510.74, leaving a balance of \$2,469.44. The endowment fund amounts to \$15,755.28 and the reserve funds stands at \$1,045. The organ rebuilding fund and choir fund show balances of \$455.31 and \$355.09 respectively.

ALTERATIONS NEEDED.

Two sets of triple-expansion engines of the builder's own make are being installed, capable of developing 1600 I.H.P., steam being supplied by two large cylindrical boilers working under forced draft on the heated-air closed-ashpit system, the steam used being superheated by Schmidt's system. The vessel is expected to develop a speed of 12 knots on trial.

After the Launching.

The company then assembled in a specially prepared room and were entertained to refreshments.

Mr. Edkins proposed the toast of the day "The Wuchang" and doing so said:—On behalf of the owners and builders I desire to express their pleasure at your attendance here to-day. It is a further pleasure to have so many ladies with us to grace the occasion (applause). This is not a time when I want to keep you with many words, but before asking you to wish good fortune to the vessel we have just seen launched it is perhaps opportune to remark on a feature in Hongkong shipbuilding to which she contributes. I mean that in the past few months the number of vessels launched from our neighbours' yards and here will very likely in their aggregate tonnage constitute a record shipbuilding output for Hongkong (hear, hear). Matters do not rest there, for on both sides of the harbour there are other new ships on the stocks which bid fair to make 1914 a record shipbuilding year. While this is gratifying to those especially associated with shipbuilding, it is also of general interest in the bearing the turnover of wages for labour and other expenditure has to the prosperity of Hongkong in which we are all concerned. I may say we hope to see an output of close on 10,000 tons of new shipping this year from this yard. (Applause.)

Toasting the Vessel.

With regard to the "Wuchang" herself, I believe she is one of the two largest ships yet built in Hongkong. She is intended for trade on the Yangtze, and designed for carriage of considerable cargo on light draft. I believe she will prove a credit to her designers and to the workmen who have constructed her. Her plating and general workmanship in its class will, I am sure, bear comparison with the output of any yard. You have seen her launched on the face of the waters, and I would ask you to wish her a successful career in the usual manner. Ladies and gentlemen, I give you the toast "Good Luck to the good ship Wuchang."

Mr. Reid then proposed the health of Mrs. Edkins referring to the very graceful and accomplished way in which she had performed the duty. He was then they would all agree that Mrs. Edkins made a very good job of breaking the bottle. (Laughter and applause.)

MISSIONARY EFFORT.

Annual General Meeting of Hongkong Association.

The annual general meeting of the Hongkong Missionary Association was held yesterday evening at the St. Stephen's Girls' School when Pastor Muller presided. The officers elected for the year were:—Chairman, Pastor Muller; vice chairman, Mr. McPherson, and hon. sec. Mr. Elliott. The Rev. T. W. Pearce gave an interesting account of the work done by the Kwangtung Christian Council and paid a tribute to the influence that the visit of Dr. John R. Mott had had on the conduct of business. An amusing remark was made by the speaker when dealing with the work of the various committees. He was chairman of the literary committees which decided that the books issued needed bringing up to date as regarded their covers, contents, and—small; for he was almost convinced that the Chinese bought their books by smell as much as by anything else. (Laughter.)

The meeting closed with a paper read on Sunday School work.

ALTERATIONS NEEDED.

A House that is Unfit to Live In.

At the Police Court, this morning, Mr. Wood told a Chinese that the Sanitary Board said that his house 35, Elgin Street, was too dark and unfit to live in. He had been told to alter the premises or cease living there. A Sanitary Board Inspector had visited the place and found people still living there.

Defendant said he had given instructions to an architect to make the necessary alterations. The case was remanded.

FRENCH LEAVE.

Fruit Dealer Defies the Law.

At the Police Court, this morning, Mr. Traiman, head of the Sanitary Department, in charging a Chinese with selling fruit without a licence said that man originally had a licence, but he was given notice, owing to his having caused a nuisance, that his licence would not be renewed after December 31. He had made an application for an extension, but this had been refused. He had however taken French leave. A fine of \$10 was imposed.

and applause.) He felt sure that she had been experimenting and rehearsing during the two previous days (laughter). Nevertheless Mrs. Edkins performed the ceremony very gracefully and he thought they would all agree that it was a long time since they had seen a bottle so well broken (applause). He asked them to drink to the health of Mrs. Edkins (applause.)

After the toast had been honoured, Mr. Reid said he had further pleasure in asking Mrs. Edkins to accept a souvenir of the occasion (a beautiful gold bracelet). Mr. Young then in a short speech expressed the great pleasure it had given the company to see so many ladies and gentlemen present at that ceremony. They had all attended that day to assist in wishing the ship "good luck" and he sincerely hoped he would have the pleasure of having them there to attend the christening of many more steamers (loud applause). The proceedings then concluded.

Fire Outbreak.

A small fire broke out yesterday evening at No 60 Chatham Road, Hungnam, alleged to have been caused by a man under the influence of drink knocking over a kerosene lamp. The fire was put out by the police and the inmates, the damage being trifling.

SUBMARINE PROPULSION.

Instructive Lecture by Professor Smith.

Last evening in the old Chamber of Commerce Hall, Professor C. A. M. Smith gave an interesting lecture on Submarines before an exceptionally large audience in connection with the Hongkong Odd Volumes Society. The Hon. Mr. H. E. Pollock K. C. presided and there were also present H. E. the Governor, and Lady May, Sir Charles Elliott, Bishop Lander, Mrs. Pollock, Mr. J. H. Kemp, Mr. and Mrs. W. L. Patterson, Mr. E. A. Irving, Commodore Anstruther, Dr. F. Clark, Mr. W. E. Clarke, Mr. and Mrs. C. W. Eschwick and Mr. and Mrs. McPherson. In introducing the lecturer the chairman said that the recent accident which had taken place off Plymouth brought home very forcibly to each one of them the very heavy debt which all of them owed to those who risked their lives in the service of the Empire. While it was inevitable that such accidents should occur, he thought it was at least reasonable for them to hope and expect that with the continual progress of engineering, concerning which no doubt the lecturer would have a great deal to say, such accidents would be in the future far less frequent than they had been in the past.

Submarine and Torpedo.

Professor Smith at the outset of an interesting address, which was illuminated with lantern slides, drew attention to the similarities that existed between the submarine and the torpedo, comparing the two by means of diagrams. The submarine, he remarked, was suggested as far back as three hundred and fifty years ago when the man who experimented was an Englishman who did his work in the Thames. The great discovery of Daimler of the use of oil for motive purposes was the first great step towards submarine propulsion. A torpedo had been made with steam to propel ships heavier than a ship but it never entered the region of practical politics because of the excessive waste of material. When it became certain that oil could be used, then the development of the submarine entered upon an entirely new phase.

The A Type.

The first vessel that was taken to the British Admiralty was the combined effort of an American named Holland and the well known firm of Messrs. Vickers, Son and Maxim. It was quite certain that previous to that the Admiralty had been watching what had been going on with the other nations but it was on the arrival of these boats that they derived the most valuable of education—experience. After the Holland came the A type, which, as so many of them knew, had met with unfortunate accidents. In one case a submarine was going through the water with the conning tower open when salt water entered the vessel and mixing with the contents of the storage batteries caused the giving off of Chlorine.

Various Types.

The lecturer then explained the periscope and the various types of submarine that had been attempted, from one made in the Thames propelled by "man-power," to the "Davids" which attacked the "Goliaths" in the American war. This particular craft was propelled by oars and had on a pole projecting from the bows a charge of explosive which ignited on being rammed against the vessel. The attempt was only partially successful because in after years when salvage operations were carried out the little vessel was found sunk by the side of her victim.

Other ingenious attempts were shown and the lecturer concluded by a very clear explanation of the electron theory enunciated by a scientist at Cambridge. This is to the effect that the hitherto accepted theory, that the atom was the smallest unit known in chemistry, had to give place to the electron, it being advanced that all matter was composed of small units of electricity. The effects of science were now

SPECIAL CABLES.

FURTHER SHANGHAI OUTRAGES.

CHINESE POLICEMAN SHOT: BELIEVED TO BE FATALY INJURED.

(From Our Own Correspondent.)

Shanghai, Received Jan. 21.

Last evening two detectives were arresting a Chinese in Soochuan Road, on suspicion, when the latter attempted to shoot them through his pocket, but wounded himself.

Later in the evening a plain-clothes Chinese policeman was shot in the same road, and it is believed that he has been fatally injured. Some arrests have been made.

SUNG MURDER RECALLED.

THE INSTIGATOR FOUND FOULLY MURDERED.

(From Our Own Correspondent.)

Shanghai, Received Jan. 21.

Lung Kwei-shing, the instigator of the murder of Sung Chiao-jen at Shanghai prior to the Revolt, was found dead in the first-class compartment of a Peking-Tientsin train on Monday.

Two swords were found sticking into his body.

TRAINING NOTES.

A Cold and Trying Morning at the Course.

From early this morning until about seven o'clock a fierce though warm wind swept the course, but after the last mentioned hour it turned to ribbly cold and made things rather uncomfortable. Both inside and outside courses were used this morning, owners being desirous of getting the work finished in good time. On the outside course the bamboo were up and no doubt this fact had some effect on the time. Treff went remarkably well and was one of the best performers of the morning. The times, however, do not count for over much as the wind played a great part in the work.

Preparations are now being made for the meeting, and the skeletons of the bamboo stands and booths are being rapidly put up.

The times recorded were: Brown, Boy, 30, —2.29, 1 q. 31. Sweet William, —30, 1-07.45; went very well.

Royal Rose, —37.2-5, 1-14 3-5, 1-51, 2-23 3-5, 1 q. 32.3-5. Borneo Chief, —38, 1-11.1-5, 1-45.4-5, 2-17.3-5, 1 q. 31.4 5; ran gamely.

Mr. Lowe's dun, —37.4-5, 1 10. Radium, one mile and a quarter; last three quarters 1.45. Clarie, 40, 1-17.3-5, 1-53.4-5, 2-23.41-5, 1 q. 30.2-5.

Darbar Chief, 35.4-5, 1-13 2-5, 1-48 3-5, 2-19.1-5, 1 q. 30.4-5. Mr. Stabb's N.C., —, 1-43, 1 q. 32.

Mr. Harvey's Sub, —, 1-43 1 q. 32. Violini, 39, 1-10.2-5, 1-50, 2-35.4-5, 3 07, 1 q. 31.1-5.

Vice President, —1-04-5, 1-46.4-5, 2-21.2-5, 1 q. 34.3-5. Sir Paul's Chestnut Jewel

Aster, 35, 1-11.4-5, 1-47.1-5, 2-22, 2-53.15, 1 q. 31.15. Sunlight, 38, 1-14.2-5, 1-46, 1 q. 31.3-5.

Mahratta chief, —37, 1-12.2-5, 1-43 2-5, 1 q. 31. Mr. Brutton's N.C., —37, 1-13, 1-47.3-5, 1 q. 31.3-5.

Conqueror, Aster, 35, 1-12, 1-51.3-5, 2-20, 2-53.3-5, 1 q. 29.3-5.

Mr. Kadoorie's dun, 37 3-5, 1-14.2-5, 1-51.4-5, 2-20.3-5, 3-20, 1 q. 32.3-5.

Mr. Kadoorie's dark grey, 37 3-5, 1-11.2-5, 1-51.4-5, 2-20 35, 3-02.15, 1 q. 32.3-5.

Rico Bird, 41, 1-17.1-5, 1-55, 2-27, 1 q. 32.

Mr. Seth's Derby, 37, 1-12 3-4, 1-43.4-5, 2-22.3-5, 1 q. 33.3-5.

Mr. Apear's blue dun, 37, 1-12, 3-5, 1-48 4-5, 2-22 3-5, 1 q. 34.3-5.

being directed towards methods of utilising the immense power that was thus contained in matter for the purpose of performing work of all kinds and he said it was conceivable that the time would come when a liner could be sent from London to Hongkong on fuel no larger than the matchbox he held in his hand.

A vote of thanks to the lecturer proposed by the Hon. Mr. H. E. Pollock concluded the meeting.

COMPANY REPORT.

The Hongkong Land Reclamation Company, Limited.

The twelfth report of the Board of Directors to the ordinary meeting of shareholders of the above company, to be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., at 11.30 a.m. on Wednesday, January, 28 1914, states:—

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1913. The net profits for the year, including \$668,852.33 brought forward from last account, after paying all charges, amount to \$780,788.15. It is now proposed to pay a dividend of 7 per cent. on the paid up capital, after providing for which and writing off Directors and Auditors fees there remains a balance of \$698,669.57 to be carried to the credit of a new Profit and Loss Account.

Directors.—Messrs. C. S. Gubbay and the Hon. Mr. E. Shellin now retire, but offer themselves for re-election. Audit.—The accounts have been audited by Messrs. H. Percy Smith (in the absence of Messrs. W. H. Potts) and A. O'D. Gourdin, who now retire and are recommended for re-election.

DAVID LANDALE, Chairman. Hongkong, 12th January, 1914. Balance Sheet 31st December, 1913.

Liabilities. Capital—25,000 Shares at \$100 each—\$2,500,000, of which are issued 12,500 Shares at \$100 each—\$1,250,000, \$75 per Share paid up, \$937,500.00

Mr. Kadoorie's Nutmeg Grey Derby, 37, 1-14.4-5, 1-52.2-5, 2-28 2-5, 2-59.3-5, 1 q. 31.1-5.

Mr. John Peel's grey Derby (Blinkers), —, 33, —, 1-39; (Inside course).

Sir Paul's bay Derby, 34 4-5, 1-12, 1-50.2-5, 2-28, 2-58 3-5, 1 q. 30.3-5.

Sir Paul's Flock, 36 3-5, 1-14, 1-50, 2-20.4-5, 1 q. 30.4-5.

Solanger, one mile; last quarter, 30.3-5.

Mr. Seth's N.C. 35, 1-12, 1-48.3-5, 2-19 3-5; Amiah last quarter.

Polkalini, 31.1-5, 1-08, 1-46, 2-22.2-5, 2-54 3-5, 1 q. 32.1-5.

Mr. Landale's dun sub, 36, 1-12 2-5, 1-49, 1 q. 33.3-5.

Mr. Landale's grey sub, 36, 1-12.2-5, 1-46, 1 q. 33 3-5.

Mr. Brutton's dun sub, 34 1-12, 1-48, 2-20, 1 q. 32.

DAIRY FARM NEWS.

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Accounts Payable, ... 055.85
Balance of Profit and Loss A/c, ... 780,788.15Assets. \$1,718,944.60
Cash, ... 11,529.51Amount invested in Mortgages, ... 373,000.00
Amount invested in Property, ... 786,646.21Loan at Call, ... 540,000.00
Furniture, ... 688.33
Account Receivable, ... 7,079.95

\$ 1,718,944.60

Profit and Loss Account for the Year ending 31st December, 1913

To Charges Account \$ 5,715.32
To Repairs to Property ... 411.30To Crown Account 2,286.77
To Government Rates Account ... 358.80To Fire Insurance Account ... 1,593.93
To Bad Debt written off ... 1,111.18

Balance to be appropriated as follows:—Managing Directors Fees ... \$11,393.58

Dividend of 7 per cent. for the year Balance to be carried to New A/c ... 698,669.57

780,788.15
\$792,265.45By Balance from 1912, ... 668,852.33
By Rents, ... 21,432.25Interest A/c, ... 45,797.48
" Scrap Fees, ... 7.00
" Profit on Sales of Property, ... 59,185.39

\$ 792,265.45

DAVID LANDALE, C. P. CHATER, Directors,

MOWBRAY S. NORTHCOOTE, Secretary,

We report that we have audited the above Balance Sheet with the Books and Vouchers of the Company in Hongkong and that in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1913, according to the best of our information and the explanations given.

Directors' Fees ... 5,000.00
Auditors' Fees ... 100.00

Notice

MR. LEUNG JAU PING, DENTAL Surgeon No. 80, Queen's Road Central, near the Central Market of Hongkong.

us, and as shown by the Books of the Company. We have obtained all the information and explanations we have required. A. O'D. GOURDIN, Auditor. A. PERCY SMITH, F.C.A., (Sons, Hongkong, 13th January, 1914.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The I. C. S. N. s.s. HANGSANG from Shanghai is due at Hongkong on the 25th January.

The I. C. S. N. s.s. LAISANG, from Calcutta, is due at Hongkong on the 1st February.

The S. L. VENNACHAR from Tacoma is due at Hongkong on the 25th January.

The S. L. s.s. CARDIGANSHIRE from London passed the Canal on January 2, and is due here on February 2.

The I. G. M. s.s. GOEBEN carrying the German Mails with dates from Berlin of the 24th of December left Singapore on the 17th inst., at 10 p.m. and may, as per wireless message received via Sabang, be expected here on or about the 22nd inst., at 2 p.m.

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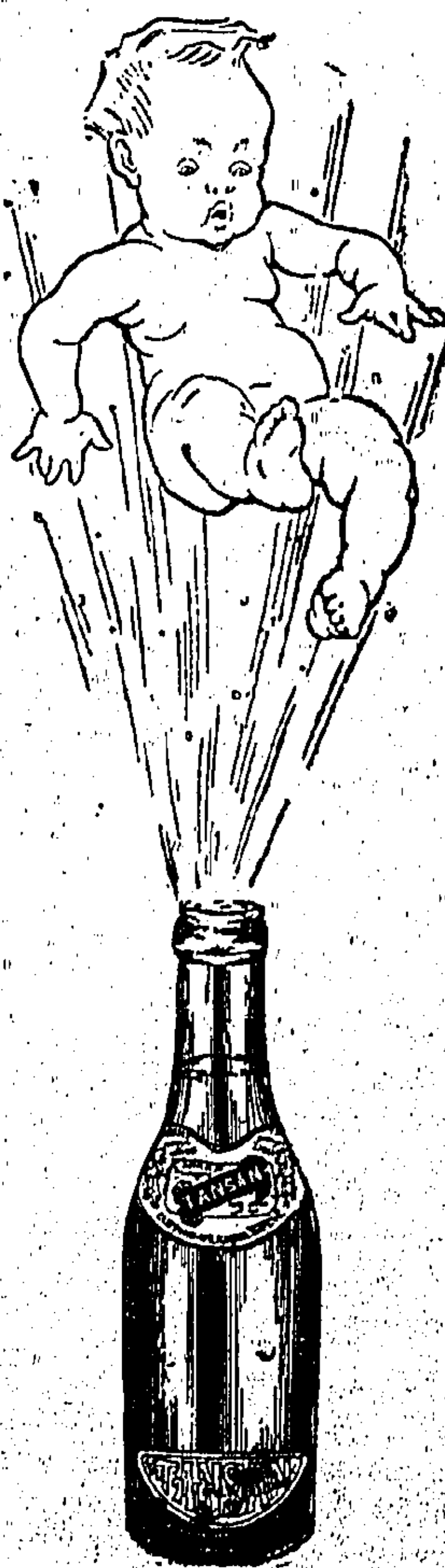
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5th Feb.	Empress of Asia	Empress of India	2nd April.
9th Feb.	Empress of Japan	Monteagle	8th April.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

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S.S. "Torilla," 5,203 tons, Capt. Swanson, will be despatched for SHANGHAI, KOBE & MOJI on 28th Jan.

S.S. "Dilwara," 5,378 tons, Capt. Ramnagar, will be despatched for YOKOHAMA, KOBE & MOJI on 2nd Feb.

WESTWARD.

S.S. "A. Apar," 4,417 tons, Capt. Walker, will be despatched for SINGAPORE, PENANG & CALCUTTA on 24th Jan.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched as above on 1st Feb.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, Jan. 19th, 1914.

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Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

Spezia	28th Jan.	Baden	10th Mar.
Saxonia	4th Feb.	Sudmark	12th Mar.
Scandia	14th Feb.	Brigavia	25th Mar.
Hoerde	28th Feb.		

HOMEWARD.

For Havre, Emden & Hamburg:	For M'les, H'ro, R'dam & H'burg:
Silesia	Bermuda
For Victoria, V'vor, S'le & P. (Or.)	For Marseilles & H'burg:
Saxonia	Sithonia
For Marseilles & H'burg:	For Havre, Emden & Hamburg:
Andalusia	Spezia
For R'dam, Bremen & Hamburg:	For Victoria, V'vor, S'le & P. (Or.)
Preussen	Sudmark
For Havre, Bremen & Hamburg:	For H'burg & Antwerp:
O. J. D. Affairs	Senegambia
For Marseilles, H'burg & A'werp:	For Havre & H'burg:
Suevia	Scandia

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Miyazaki Maru Capt. Seyoda T. 16,000 Kilano Maru Capt. F. Cope T. 16,000	WEDNES., 28th Jan. at d'light. WEDNES., 11th Feb. at d'light.
VICTORIA, B.O. and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Shidzuoka Maru Capt. Irizawa T. 12,500 Tamba Maru Capt. J. Teranaka T. 12,500	TUES., 27th Jan. at noon. TUESDAY, 10th Feb. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda T. 9,600 Kumano Maru Capt. M. Winckler T. 9,300	WEDNES., 11th Feb. at noon. WEDNES., 11th Mar. at noon.
CALCUTTA, via S'pore, Penang & Rangoon	Kanagawa Maru Capt. M. Machida T. 12,500	SATURDAY, 24th Jan.
BOMBAY via Singapore and Colombo	Penang Maru Capt. Murazumi T. 8,000	WEDNESDAY, 21st Jan.
KOBE & Yokohama	Hirano Maru Capt. H. Fraser T. 16,000	THURS., 29th Jan. at 11 a.m.
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. M. Winckler T. 9,300	WED., 11th Feb. at 11 a.m.
SHANGHAI, Moji & Kobe	Bombay Maru Capt. Tozawa T. 5,000	TUESDAY, 27th Jan.
SHANGHAI, Kobe & Yokohama		

Fitted with new system of wireless telegraphy.

PASSENGER SEASON 1914.

FOR EUROPE.	FOR AMERICA.
Miyazaki Maru 16000 tons sails Wednesday 28th January.	Shidzuoka Maru 12500 tons sails Tuesday 27th January.
Kitano " 16000 " " " 11th February.	Tamba " 12500 " " " 10th February.
Iyo " 12500 " " " 25th March.	Aki " 12500 " " " 24th March.
Hirano " 16000 " " " 11th April.	Sado " 12500 " " " 24th March.
Katori " 20000 " " " 8th April.	Yokohama " 12500 " " " 7th April.
Kamo " 16000 " " " 22nd April.	Awa " 12500 " " " 21st April.
Kashima " 20000 " " " 21st April.	Shidzuoka " 12500 " " " 21st April.

For further information apply to

Telephone No. 292.

T. KUSUNOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Anhui	22nd Jan. at 4 p.m.
HAIPHONG	Huichow	24th Jan. at 10 a.m.
SHANGHAI & TSINGTAU	Chenan	24th Jan. at m'night
MANILA, CEBU & ILOILO	Taming	28th Jan. at 4 p.m.
SHANGHAI	Luchow	29th Jan. at 4 p.m.
SHANGHAI & TSINGTAU	Yingchow	3rd Jan. at m'night
SHANGHAI	Shaohsing	3rd Feb. at noon

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidsthips; electric fans fitted; extra staterooms on deck aft on "Taming" and "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 21st Jan., 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Kiev, 5,566 R.T., Commander Stetsky, is expected to arrive here about the end of January, 1914.

Homeward Bound.

(Odessa via ports of call.)

The S.S. Perm, 4,149 R.T., Commander Bakanoft, is expected to arrive here about the middle of February, 1914.

N.B.—The exact date of arrival will be published after receipt of telegram from the last port of call.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHAMNOFF, Agent,

Hotel Mansions, Tel. No. 1224.

Hongkong, 9th Jan., 1914.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Zafiro	4000 F.S.	McMurray	Manila, Mangarin, Cebu and Iloilo.	THURS. 22nd Jan. 4 p.m.
Rubi	4000 J.	Miller	Manila, Mangarin, Cebu and Iloilo.	SATUR. 31st Jan. 4 p.m.

Electric Light Fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 15th Jan. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tijmahli	JAVA	2nd half Jan.	JAVA	2nd half Jan.
Tijpanas	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Tijmanoeck	SHAI	2nd half Jan.	JAVA	2nd half Jan.
Tijlaroem	JAVA	2nd half Jan.	SHAI	2nd half Jan.
Tijliwong	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tijlajap	JAVA	1st half Feb.	JAPAN	1st half Feb.
Tijlani	JAVA	2nd half Feb.	SHAI	2nd half Feb.
Tijbodas	JAVA	1st half Mar.	JAPAN	1st half Mar.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

Hongkong Maru. 11,000 - 10 knots Tues. 10th Feb.

Shinyo Maru. 22,000 - 21 knots Fri. 13th Feb.

via Manila, Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Kio Maru. 17,000 - 14 knots Tues. 3rd Feb.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia

via Manila.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenharn	31st Jan.	30th Jan. at 10 a.m.
Empire	21st Feb.	27th Feb. at "
St. Albans	14th Mar.	20th Mar. at "
Eastern		9th April at "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins	FRIDAY, 23rd Jan. at 11 a.m.
Haiching	W. C. Passmore	FRIDAY, 30th Jan. at 11 a.m.

FOR SWATOW AND AMOY.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPrak & Co.

General Managers.

[2]

LOG BOOK.

Sold to Java.

The sea-going crewing John Elizabeth, of 200 h.p., built in 1913, provided with triple-expansion engines, has been sold at Rotterdam to buyers in Java.

Went Ashore.

The Japanese steamer Yabiko Maru, from Moji, went ashore on January 6 while entering the harbour at Dairen but was floated on the following day without having sustained serious damage.

New Name.

The Norwegian steamer Dagny which has been purchased by Messrs. Chingkee & Co. of Chefoo, has been renamed the Teles and her foreign officers and engineers have been replaced by Japanese.

Capt. Jorgensen.

Captain S. P. Jorgensen, who has resigned his position in the Whangpoo Conservancy works to join the Pilots' Association, received from the Board a letter of thanks and a handsome bonus for his services.

New Cargo Boats.

The Nippon Yusen Kaisha is reported to have placed orders for six cargo steamers for the newly opened route from Manchuria to Europe. Two of these steamers, which will be of about 7,500 tons gross, have been ordered from Japanese yards and four will be built abroad.

Panama Possibilities.

It is reported that on the opening of the Panama Canal the New Zealand Shipping Company, and the Shaw, Savill and Albion Company will probably run a joint service with regular sailings between New Zealand ports and ports on the East Coast of North America.

Wireless In The South Seas.

The first section of the German wireless telegraph system in the South Seas has just been opened to public use with the inauguration of the stations on the islands of Yap and Nauru. Telegrams on Nauru are despatched by cable as far as Yap, and are sent on thence by wireless telegraphy.

Rescued by the Manchuria.

While between Nagasaki and Woosung on December 8 the P.M. steamer Manchuria sighted a disabled fishing boat, the crew of which were making signals of distress. The liner bore down on them and, the sea being too heavy to lower a boat, the ship was allowed to drift down on her and the crew of six, together with twenty-nine passengers, were taken on board and brought on to Woosung.

Wireless Requirements.

An Order in Council has been issued by the Zealand Government to the effect that ships registered in New Zealand and carrying passengers shall be equipped with apparatus for transmitting messages by wireless telegraphy. Every steamship registered in New Zealand and carrying passengers, engaged in foreign or inter-colonial trade, except steamships trading to the Auckland, Chatham, or Campbell Islands, and every home-trade steamship which is authorised by her ordinary survey certificate to carry not less than 150 passengers at sea, shall not leave or attempt to leave any New Zealand port unless she is equipped with an efficient apparatus for radio communication, in good working order. The range of the apparatus must not be less than 100 miles, day or night. The regulations, which came into force on Jan. 10, further provide that power necessary to transmit signals shall at all times be available for the wireless operator's use. For a breach of the regulations the master or owner of a ship is liable to a fine not exceeding £50.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
YHAMA, Kobe & Moji	Kumsang	Thurs. 22nd Jan. at 4 light
S'PORE, Pang & Cotta	Yatsing	Fri. 23rd Jan. at noon
MANILA	Yuensang	Sat. 24th Jan. at 2 p.m.
MANILA	Loongsang	Sat. 31st Jan. at 2 p.m.
SEANGHAI	Hangsang	Tues. 3rd Feb. at 4 light
S'PORE, Pang & Cotta	Kumsang	Thurs. 5th Feb. at 4 light
S'PORE, Pang & Cotta	Kumsang	Mon. 9th Feb. at 2 p.m.

Return Tours to Japan (Occupying 24 days)

The steamers "Kumsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" which leaves Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uaukan, Jesselton and Labuan.

For Freight or Passage, Apply to JARDINE, MATHESON & CO. LD. General Managers. Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing
LONDON & ANTWERP	Monmouthshire	About 3rd Feb.
LONDON & ANTWERP	Den of Airle	About 8th Mar.

Trans-Pacific "Shire" & "Glen" Joint Service.

For	Steamers.	Date of Sailing
VTORIA VVER, S'LE, TACOMA & PLAND	Cardiganshire	5th Feb.
VTORIA VVER, S'LE, TACOMA & PLAND	Radnorshire	8th Mar.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD. Agents. Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LD. Agents. Telephone No. 215.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 58' x 34' 6"

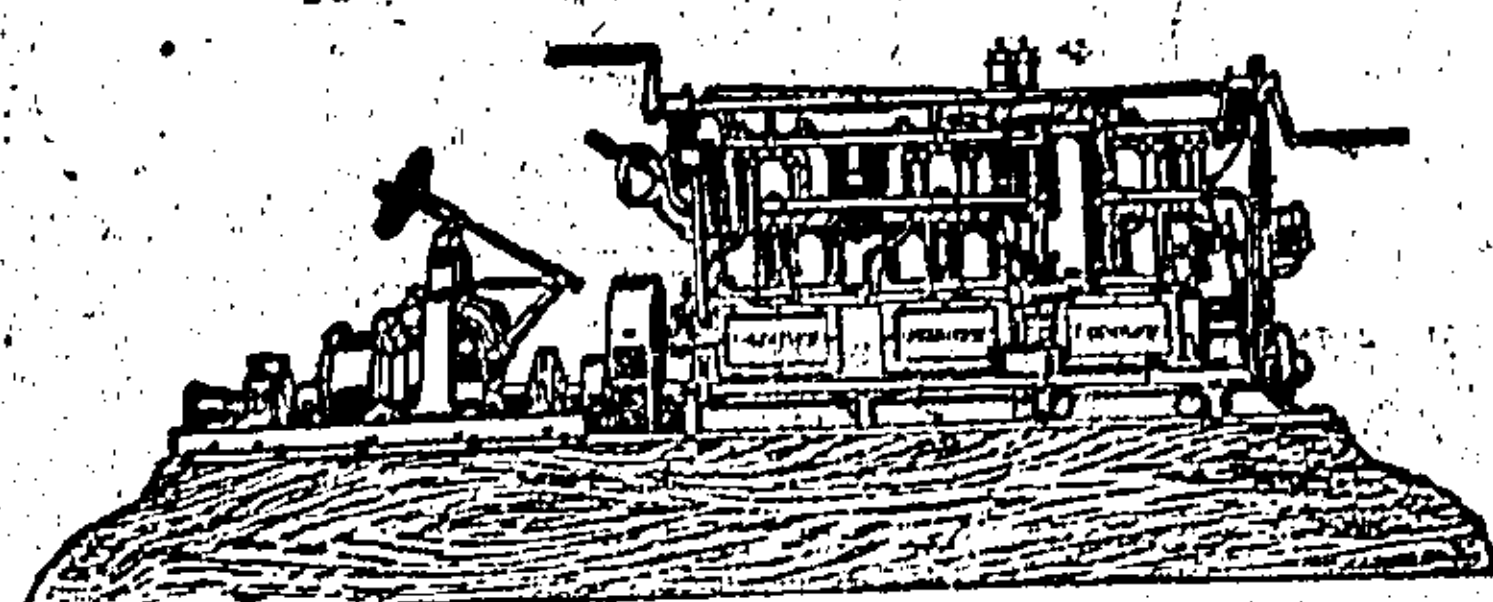
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

30-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.
PETROL & KEROSENE MARINE MOTORS 7-12/15 B. H. P.
As supplied to the British Admiralty & War Office.



C.6 type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA & JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK"
TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	Port of Origin.	Apply To.	Date of Departure.
Marcelles, Dunkirk, Antwerp, Rotterdam and Bremen &c.	Mark	M. & Co.	M. of M.	28, Feb.
Dondon and Antwerp	Den of Airle	J. M. Co.	H. A. L.	28, Jan.
Havre, Emden & Hamburg &c.	Sileala	H. A. L.	H. A. L.	28, Feb.
Marcelles, Havre & Hamburg &c.	Andalusia	H. A. L.	H. A. L.	28, Feb.
Marcelles, Hamburg & Antwerp &c.	Suevia	H. A. L.	H. A. L.	28, Feb.
Port Said	Dumbas	M. M. Co.	M. M. Co.	27, Jan.
Marcelles, London & Antwerp via Singapore &c.	Miyasaki	N. Y. K.	N. Y. K.	28, Jan.
Havre, Bremen, Hamburg &c.	O. J. D. Ahlers	H. A. L.	H. A. L.	12, Feb.
Rottterdam, Hamburg & Antwerp &c.	Preussen	H. A. L.	H. A. L.	13, Feb.
London, via Usual Ports of Call	Devanba	P. & O.	P. & O.	31, Jan.
London and Antwerp	M. A. H. China	J. M. Co.	J. M. Co.	3, Jan.
T. Fiume, Vico, via S'pore etc.	Bohemia	S. W. Co.	S. W. Co.	15, Feb.
Trieste, via Singapore, Penang, Colombo, etc.	Erroll	D. Co.	D. Co.	24, Feb.

NEW YORK SAN FRANCISCO AND CANADA.

San Francisco	Indrasamba	J. M. Co.	M. of Jan
Vancouver via S'hai, Japan etc.	E. of India	C. P. R.	5, Feb.
San Francisco via S'hai & Japan etc.	Mongolia	P. M. Co.	27, Jan.
Victoria, B.C., T'ma & P'land	Chicago M.	O. S. K.	22, Jan.
Victoria, V'era, S'le, T'ma & P'land	Saxonia	H. A. L.	2, Feb.
Victoria, Vancouver Seattle, Tacoma & Portland	Cardigan	J. M. Co.	5, Feb.
Boston and New York	Kafue	B. L.	23, Jan.
San Francisco via Manila & Japan etc.	Persia	P. M. Co.	7, Feb.
Boston and New York	E. Castle	D. & Co.	5, Feb.
Victoria, B.C. & T'ma via S'hai & Japan etc.	Canada M.	O. S. K.	4, Feb.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	8, Apr.

AUSTRALIA.

Australian Ports via Manila	P. Sigismund	M. & Co.	74, Jan.
Australian Ports via Manila	Aldenharn	G. L. Co.	30, Jan.
Australian Ports via Manila	Nikko M.	N. Y. K.	11, Feb.

INCAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. deap.
Japan	Tijikoom	J. O. J. L.	Q. deap.
Shanghai	Tijikoom	J. O. J. L.	Q. deap.
Batavia, Cheribon, Samarang &c.	Tijikoom	J. O. J. L.	Q. deap.
Batavia, Cheribon, Samarang &c.	Tijikoom	J. O. J. L.	Q. deap.
Shanghai	Tijikoom	J. O. J. L.	Q. deap.
Batvia, Cheribon, Samarang &c.	Tijikoom	J. O. J. L.	Q. deap.
Yokohama, Kobe and Moji	Tijikoom	J. O. J. L.	Q. deap.
Shanghai	Tijikoom	J. O. J. L.	Q. deap.
Manila, Cebu and Iloilo	Tijikoom	J. O. J. L.	Q. deap.
Mexican, Peruvian and Chile	Tijikoom	J. O. J. L.	Q. deap.
Ports via Japan	Tijikoom	J. O. J. L.	Q. deap.
Kobe	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Kobe and Moji	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Y'hama, Kobe & Moji	Tijikoom	J. O. J. L.	Q. deap.
Sandakan	Tijikoom	J. O. J. L.	Q. deap.
Shanghai	Tijikoom	J. O. J. L.	Q. deap.
S'hai, Nagasaki, Kobe & Y'hama	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Moji, Kobe & Y'hama	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Kobe & Y'hama	Tijikoom	J. O. J. L.	Q. deap.
Swatow, Amoy and Foochow	Tijikoom	J. O. J. L.	Q. deap.
S'pore, Pang, R'gon & C'utta	Tijikoom	J. O. J. L.	Q. deap.
Kobe & Yokohama	Tijikoom	J. O. J. L.	Q. deap.
Nagasaki, Kobe & Yokohama	Tijikoom	J. O. J. L.	Q. deap.
Shanghai & Tsingtau	Tijikoom	J. O. J. L.	Q. deap.
Shanghai	Tijikoom	J. O. J. L.	Q. deap.
Foochow via Swatow & Amoy	Tijikoom	J. O. J. L.	Q. deap.
Tamsui via Swatow & Amoy	Tijikoom	J. O. J. L.	Q. deap.
Manila, Cebu and Iloilo	Tijikoom	J. O. J. L.	Q. deap.
Singapore, Penang and Calcutta	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Kobe & Yokohama	Tijikoom	J. O. J. L.	Q. deap.
Yokohama, Kobe & Moji	Tijikoom	J. O. J. L.	Q. deap.
Shanghai & Tsingtau	Tijikoom	J. O. J. L.	Q. deap.
Shanghai, Kobe & Moji	Tijikoom	J. O. J. L.	Q. deap.
Swatow, Amoy and Foochow	Tijikoom	J. O. J. L.	Q. deap.
Batavia via S'pore Port S'ham,	Tijikoom	J. O. J. L.	Q. deap.
Penang & Colombo	Tijikoom	J. O. J. L.	Q. deap.
Haiiphong	Tijikoom	J. O. J. L.	Q. deap.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

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VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Yokohama	Kumsang
Amoy	Glenfallooh
Tacoma	Chicago Maru
Hoihow	Hongkong
Seattle	Taihybius
Shanghai	Anhui
Philippines	Zafiro

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Shanghai	E. of Asia
Kuchinotsu	P. Sigismund
Singapore	Goben

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Vancouver on the 15th inst. a.m.

The C.P.R. s.s. EMPRESS OF RUSSIA arrived at Vancouver on the 18th inst. between 4 & 5 p.m.

The C.P.R. s.s. EMPRESS OF ASIA left Shanghai on the 20th inst. at 2 p.m., and is due to arrive at Hongkong on the 22nd inst. at 2 p.m.

AUSTRALIAN MAIL.

The E. and A. s.s. EMPRESS OF AUSTRALIA left Sydney on the 18th inst. at 11 a.m., and may be expected here on or about the 23rd inst.

The I.G.M. s.s. PRINZ WALDEMAR left Sydney on the 18th inst. at 11 a.m., and may be expected here on or about the 23rd inst.

The I.G.M. s.s. PRINZ SIGISMUND has left Kuchinotsu on the 18th inst. a.m., and may be expected here on or about the 23rd inst. at daylight.

AMERICAN MAIL.

The s.s. PERSIA with the United States mail, sailed from Yokohama for Hongkong, via Manila, on January 20, and is due to arrive at this port on 29th inst.

GERMAN MAIL.

The I.G.M. s.s. GOEBEN carrying the German Mail with dates from Berlin of the 24th December has left Singapore on the 17th inst. at 10 p.m., and may be expected here on or about the 21st inst. at 6 p.m.

MERCHANT STEAMERS.

The N. Y. K. s.s. TAMBA MARU (American Line) left Yokohama for this port via the 19th inst. and is expected here on the 1st February.

The N. Y. K. s.s. KATON MARU (European Line) left London for this port via the 18th inst. and is expected here on the 11th February.

The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Bombay for this port via the 18th inst. and is expected here on the 25th inst.

The N. Y. K. s.s. OCEYON MARU (Calcutta Line) left Calcutta for this port via the 18th inst. and is expected here on the 28th inst.

The N.Y.K. s.s. KANAGAWA-MARU (Calcutta Line) left Moji for this port via the 18th inst. and is expected here on the 23rd inst.

The N. Y. K. s.s. MIYASAKI MARU (European Line) left Moji for this port via the 18th inst. and is expected here on the 19th inst. and is expected here on the 28th inst.

The N. Y. K. s.s. INABA MARU (Bombay Line) left Kobe for this port via Moji on the 20th inst. and is expected here on the 27th inst.

WING KEE & CO.

47-49, Connaught Rd.
SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd Octol, 1913

BOLINDERS CRUDE OIL MOTORS

MARINE MOTORS, DIRECT REVERSIBLE.

STATIONARY MOTORS, FOR ALL PURPOSES.

Please address enquiries to—

ULDERUP & SCHLUTER,

HONGKONG.

REPRESENTATIVES FOR J. & C. G. BOLINDERS, A. B.

STOCKHOLM.

FOR CHINA, FORMOSA, DAN PHILIPPINE ISLANDS

The N. Y. K. s.s. COLOMBO MARU (Bombay Line) left Bombay for this port via Singapore on the 9th inst. and is expected here on the 1st February.

The N. Y. K. s.s. KAMAKURA MARU (Bombay Line) left Bombay for this port via Singapore on the 18th inst. and is expected here on the 25th inst.

The N. Y. K. s.s. KUMANO MARU (Australian Line) left Melbourne for this port via the 16th inst. and is expected here on the 24th inst.

The N.Y.K. s.s. AKI MARU (American Line) left Seattle for this port via the 15th inst. and is expected here on the 24th inst.

The N. Y. K. s.s. KAMO MARU (European Line) left London for this port via the 17th inst. and is expected here on the 25th inst.

The P. & O. s.s. NORE left Singapore for this port on the 20th inst. at 6.30 a.m. and is due here on the 26th inst. at about 6 a.m.

The S.L. VENNACHAR from Tacoma is due at Hongkong on the 28th inst.

The S. L. s.s. CARDIGANSHIRE from London passed the Canal on January 2, and is due here on February 2.

The American & Oriental s.s. POLERIO arrived at Boston on the 6th inst.

The Danish s.s. INDIEY left Port Said on the 10th inst. and may be expected here on or about the 1st of Feb.

The Barber Line s.s. SATSUMA sailed from New York on January 14, for Hongkong.

The s.s. TORILLA from Calcutta left Singapore on the 17th inst. and may be expected here on or about the 23rd inst. a.m.

The s.s. APOAR from Shanghai and Kobe left Moji on the 18th inst. and may be expected here on or about the 23rd inst. a.m.

VESSELS IN PORT.

Steamers.

Brilliant, T. 3,609, O. U. Grant, 31st inst. Hongkong, 18th ult. Gen.—Stand.

E. of India, Br. s.s. 6,000, F. L. Davidson, 10th inst.—Vancouver, Gen.—O. P. R. & Co.

Lovat, Br. s.s. 5,901, R. Glegg, 10th inst. Singapore, 3rd inst. Gen.—J. M. & Co.

Seang Bao, Br. s.s. 3,608, S. Travis, 11th inst.—Singapore, 6th inst. Gen.—O. S. K.

Loongsang, Br. s.s. 1,093, G. W. W. Leask, 13th inst.—Manila, 10th inst. Gen.—J. M. & Co.

Hunan, Br. s.s. 1,133, Cole, 13th inst.—Swatow, 13th inst. Gen.—B. & S.

Paklat, Ger. s.s. P. Wenzel, 13th inst.—Bangkok, 3rd inst. Rice—B. & S.

Chicogo Maru, Jap. s.s. 3,033, J. Goto, 14th inst.—Manila, 12th inst. Gen.—O. S. K.

Onsang, Br. s.s. 1,787, P. K. K. 18th inst. Hongkong, 10th inst. Coal—J. M. & Co.

Titan, Br. s.s. 5,750, J. W. Dead, 15th inst. Japan, 11th inst. Gen.—B. & S.

Erlikon, Nor. s.s. 1,344, Augensen, 18th inst.—Hongkong, 13th inst. Coal—M. B. K.

Haimun, Br. s.s. 641, J. W. Evans, 16th inst.—Swatow, 15th inst. Gen.—P. & O.

Kashling, Br. s.s. 1,143, G. Byers, 16th inst.—Tsingtau, 10th inst. Coal—O. S. K.

Komagata Maru, Jap. s.s. 1,918, O. Kakino, 16th inst.—Moji, 10th inst. Coal—O. S. K.

Tung Shing, Br. s.s. 1,170, Huxley, 16th inst.—Sagun, 11th inst. Rice—J. M. & Co.

Anghin, Ger. s.s. 1,001, Charles, 16th inst. Saigon, 11th inst. Rice—B. & S.

Euryalus, Br. s.s. 2,303, J. F. Downing, 16th inst.—Singapore, 9th inst. Gen.—J. M. & Co.

Hoihow, Br. s.s. 895, McCulloch, 16th inst. Manila, 13th inst. Gen.—B. & S.

Mongolia, Am. s.s. 8,750, E. Rice, 17th inst.—San Francisco, 18th ult. Gen.—R. O. Morton.

Shirley, s.s. Ger. s.s. 2,089, G. S. Hopley, 17th inst.—Shanghai, 14th inst. Gen.—A. K. & Co.

Annam, Dan. s.s. 3,320, Berg, 16th inst. Singapore, 10th inst. Gen.—M. & Co.

C. Diederichsen, Ger. s.s. 774, H. Frandsen, 16th inst.—Pakhol, 15th inst. Gen.—Jebson & Co.

Chingchow, Br. s.s. 1,195, Doyle, 18th inst. Kwang Yen, 15th inst. Cement—B. & S.

Dufar, Norw. s.s. 1,102, J. Bing, 19th inst.—Swatow, 18th inst. Gen.—C. S. N. Co.

Gemini, Br. s.s. 1,395, E. Jare, 11th inst.—Bangkok, 14th inst. Rice and—A. K. & Co.

Haiching, Br. s.s. 1,267, W. C. Parnamore, 18th inst.—Swatow, 17th inst. Gen.—D. L. & Co.

Hongkong, Fr. s.s. 738, K. Marguerite, 17th inst.—Haiphong, 15th inst. Gen.—A. K. & Co.

Shidzuoka Maru, Jap. s.s. 4,072, T. Iriawa, 18th inst.—Japan, 17th inst. Gen.—N. Y. K.

Taihybius, Br. s.s. 6,525, H. L. Allen, 18th inst.—Manila, 16th inst. Gen.—B. & S.

Tamon Maru No. 1, Jap. s.s. 1,142, J. Kato, 18th inst.—Wakamatsu,

Consignees

FROM EUROPE.
THE H.A.L. Steamship

"O.J.D. AHLERS,"
Capt. E. Frericks, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 24th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case, whatever.

This steamer brings on cargo:—

ex ss. "Suzanne et Marie" from Bordeaux
"Kong Ring" from Christiania
"Albania" from Gothenburg
"Farl" from Abus
"Jelo" from Drammen
"Albania" from Göteborg.
HAMBURG-AMERIKA LINE, Hongkong Office

Hongkong, 19th Jan., 1914. [1144]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

ss. "MONGOLIA,"

From SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from the Company's godown at West Point. Cargo will be landed immediately at consignees risk.

Cargo remaining undelivered TUESDAY, January 20, 1914, will be subject to landing charges.

Cargo remaining undelivered SATURDAY, January 24, 1914, at noon, in addition to landing charges will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above company's godown FRIDAY, January 23, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees, and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before February 17, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 16th Jan., 1914. [1122]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

BENGLOE,"

From MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 20th Jan., 1914. [1145]

Don't forget after the Show Supper, and Light Refreshments

ALEXANDER CAVE, Organ Till Midnight.

Entertainments

BOXING! BOXING!!

THEATRE ROYAL.

24th JANUARY, 1914.

COMMENCING AT 9 P.M. SHARP.

15 ROUNDS.
For the Light-weight Championship of the Garrison.
Sapper Richards, (R.E.)
v.
Seaman Taylor, (H.M.S. Minotaur)
6 ROUNDS.
For the Middle-weight Championship of the Garrison.
Sly Harrison, (H.M.S. Minotaur)
v.
Seaman Stevens, (H.M.S. Minotaur)
6 ROUNDS.
For the Amateur Light-weight Championship of Hongkong.
Mr. Clifford, (Kowloon)
v.
Mr. Meyer, (Hongkong)
6 ROUNDS.
For the Feather-weight Contest.
Humphreys, v. Stoker James, (D.O.L.)
6 ROUNDS.
For the Feather-weight Contest.
Kid Marriott, (Hongkong)
v.
Stoker Sullivan, (H.M.S. Minotaur)

BOOKING AT MOUTRIE'S
Ring Side Seats \$5, Other Seats \$3, \$2 and \$1.
F.E. HALL, Promoter.

VICTORIA THEATRE.

Will be exhibited on Wednesday

& Thursday,

ANOTHER GREAT MASTERPIECE IN
MOVING PICTURES

ENTITLED

"THE SINS OF THE FATHERS"

IN THREE PARTS.

ECLAIR'S LEADING PLAYERS SUSTAIN PRINCIPAL
PARTS IN THIS BEAUTIFUL DRAMA.

"THE TWO COLLIERS"

WILL APPEAR IN THEIR LATEST RAGTIME
SONGS AND DANCES.

DON'T FAIL TO SEE THEM.

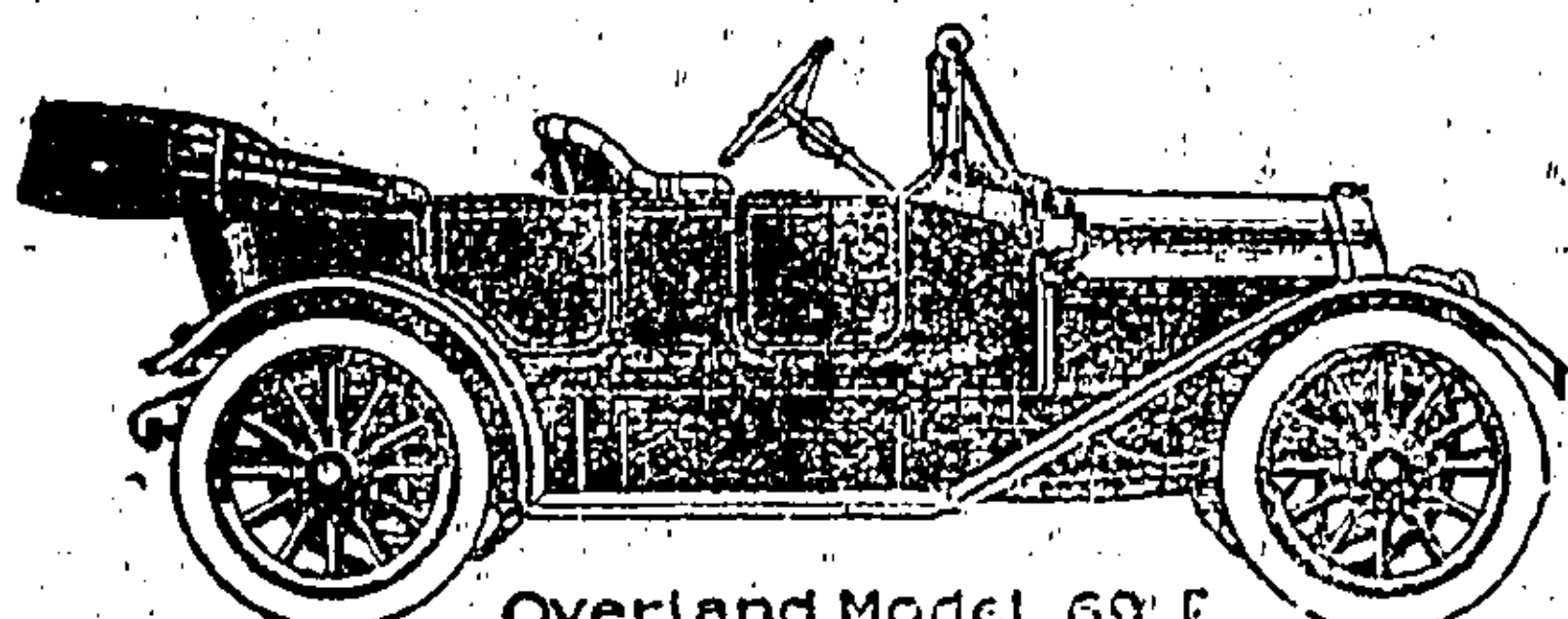
BIJOU SCENIC THEATRE.

Miss VIOLET BONETTA
New Songs New Dances
THE PATHE'S GAZETTE (Twice Weekly)
WIFFLES AMONGST THE GODS
WHERE JEALOUSY LEADS
etc., etc.

COMING! COMING!
NICK WINTER & THE KIDNAPPERS
LENGTH 5,000 feet

Notice

OVERLAND 1914 MODEL.



Overland Model 60 F
ELECTRIC LIGHT & STARTERS,
Price \$2,600 Hongkong Currency.

Dragon CYCLE DEPOT
(Prospective Buyers can try this Car free of charge.)

Consignee

To Sail

INDO-CHINA STEAM NAVI-
GATION Co., Ltd.

Regular Steamship Service.

From CALCUTTA, PENANG
and SINGAPORE.

Proposed Sailing from Hongkong
For NEW YORK.
s.s. "Erroll" } on or about
Feb. 14.

THE Company's Steamship

"KUMSANG"

having arrived from the above

Ports, Consignees of cargo by her

are hereby informed that their

goods will be delivered from

alongside.

Cargo impeding the discharge

or remaining on board after 4 p.m.

the 19th inst., will be landed

at Consignee's risk and expense.

No Fire Insurance will be

effected.

Bills of Lading will be counter-

signed by—

JARDINE, MATHESON

& Co., Ltd.,
General Managers.

Hongkong, 17th Jan., 1914. [1141]

DODWELL & CO., LTD.

Agents,
Hongkong 12th Jan., 1914. [977]

THE "INDRA" LINE LTD.

FOR SAN FRANCISCO.

THE Steamship

"INDRASAMHA"

Captain Jones will be despatched

as above about 20th January.

For freight and further in-

formation apply to—

JARDINE, MATHESON

& Co., LTD.

Agents,
Hongkong, 18th Jan., 1914.

Notices

THE PIANO YOU OUGHT TO HAVE AT THE PRICE YOU OUGHT TO PAY

ENGLISH MANUFACTURE
UPRIGHT GRAND
\$400.

FULL IRON FRAME
OVERSTRUNG
UNDERDAMPED
SOLID MHOOGANY.

SEE OUR WINDOW FOR NEW 1914 MODEL

ROBINSON'S

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)
Telephone No. 696.

A PREACHER OF THE LORD, by Alice & Claude Askew, \$1.75
MY LADY'S GARTER, by Jacques Futrelle, 1.75
THE FOURTH PLAGUE, by Edgar Wallace, 1.75
THE PAINTED LADY, by Arabella Kenealy, 1.75
THE REGENT, by Arnold Bennett, 1.75
THE PIT OF CORRUPTION, by Winifred Graham, 1.75
TIDE MARKS, by Margaret Westrup, 1.75
THE TWO KISSES, by Oliver Onions, 1.75
THE BAD TIMES, by George A. Birmingham, \$1.50
A PRIEST IN LOVE, by A. Watkiss, 80 cents
COMPLETE ETIQUETTE FOR GENTLE-
MEN, by Harold W. Slauson, M.
CAR TROUBLES AND THEIR CURE, by
Harold W. Slauson, M.
PICTURE PUZZLES AND WORD PLAY, by
A. Cyril Pearson, M.A., \$1.50
THE DIESEL ENGINE, by G. James Wells, Wb. So-
ler, O.E., \$5.00
THE NEW ENCYCLOPEDIA, by T. O. and E. O. Jack, \$5.00
OUR ETERNITY, by Maurice Maeterlinck, \$1.00

LETTS'S DIARIES FOR 1914.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkin's.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSION OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER SILL AT ORDINARY SPRING TIDES	RISK OF TIDE	
				SPRINGS	WINDS
KOWLOON					
No. 1 Dock, Kowloon	700 ft.	180 ft. top 170 ft. bottom	30'	7' 6"	
No. 2 Dock, Kowloon	371'	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon	264'	15' 3"	14'	7' 6"	
Patent Slip, No. 1 Kowloon	240'	60'	14'	7' 6"	
Patent Slip, No. 2 Kowloon	240'	60'	14'	7' 6"	
TAI-KOK-TSUI					
Cosmopolitan Dock	466'	85'	20'	7' 6"	
ABERDEEN					
Hong Dock	430'	81'	21'	7' 6"	
Lamont Dock	333'	54'	18'	7' 6"	

Please Address Enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

COMMERCIAL.

The Peking Syndicate.

The report of the Peking Syndicate to June 30 last states that the receipts were \$51,369, and a balance remained of \$17,814. This added to credit of profit and loss account, brings credit balance to \$453,253, which the directors propose to deal with as last year and carried forward. Considering the troublous time through which China has been passing during the period under review, the directors consider that good progress has been made in developing the mines in Honan, especially as operations were greatly retarded and production reduced owing to heavy rush of water in Nos. 4 and 5 pits, whilst later there was also an influx at pit No. 2. The output was necessarily reduced to a very large extent. There is an increase in the value of the company's properties in China, especially of those in Hankow and Pukow.

As regards the former, the proximity of the Peking-Hankow

line, with its rapidly increasing traffic, and the contemplated construction of a bridge between Hankow and Wuohang, has naturally enhanced the value of the company's land, an increase of value which the directors anticipate has by no means reached its limit. The Chinese authorities have recently decided to establish a thoroughly equipped up-to-date port at Pukow, and the company's adjoining lands should largely appreciate as a natural sequence. These works are to be entrusted to the Banque Industrielle de Chine, a contract having been signed between the bank and the Chinese Government for a loan of \$8,000,000, out of the proceeds of which the works in question will be first taken in hand.

In commenting on the formation of the bank, the report states the Banque Industrielle de Chine was established on July 5 last, a few days after the date to which the accounts are brought up. The Peking Syndicate has subscribed for 1,000 founders' shares and 15,350 ordinary shares of the bank, an investment the directors have good reason to believe is a promising one. As a result of the new under-taking the company will have achieved a better apportionment of its capital between banking, mining and railway interests.

Moreover, the close connection of this British company with a French bank whose chief shareholder is the Chinese Government should create a system of co-operation and profit-sharing between the capitalists of both countries, and the Chinese officials, and should prove advantageous to all three parties. The Chinese Central Railway, Ltd., have recently resumed their former activities, and have already obtained the concession of the Hsinyang-Fengyang Railway against a loan of three millions sterling. As the shareholders are aware, the Peking Syndicate has approximately a one-fifth interest in the company in question, and the directors have good reason to hope that the industrial era which appears to be rising in China will secure a considerable profit for that portion of the company's invested capital.

"Fool-Proof" Airplane.

Mr. Orville Wright was entertained at dinner by the New York Aero Club to celebrate the tenth anniversary of the first flight made with an heavier-than-air machine by the brothers Wright. Addressing the gathering, he foreshadowed an important development in flying. He said he hoped to put on the market in the spring a stabilizer which would render flying fool-proof, and which would be better than human hands in maintaining the equilibrium of the machine. He claimed that his invention would abolish "stalling," which is the cause of 95 per cent. of the accidents, and would practically make flying possible for all.

2ND ANNUAL SALE.

ALL SALE GOODS.

25% TO 50%

REDUCTIONS.

TO MAKE ROOM FOR SPRING NOVELTIES.

FROM JAN., 17TH TO JAN., 31ST.

CALL AND BE CONVINCED.

J. T. SHAW, QUEEN'S ROAD CENTRAL

